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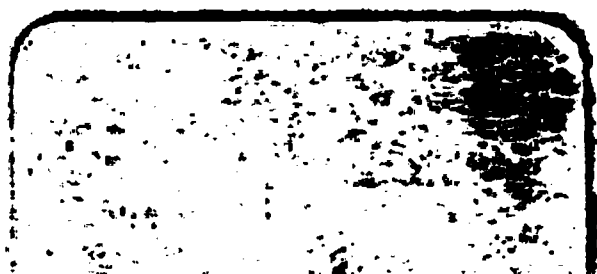
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HISTORICAL RECORDS

OF

NEW SOUTH WALES.

VOL. I, PART 1.—COOK.

1762—1780.



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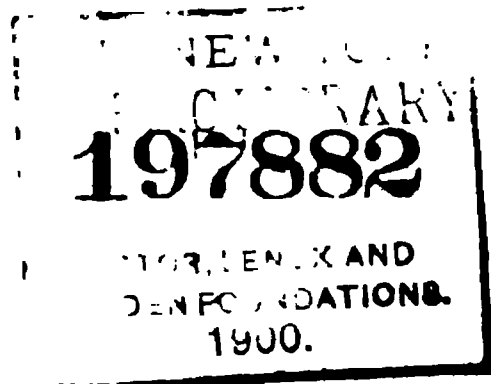
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EXCHANGES

PREFACE.*

THE *Historical Records of New South Wales* are published with the object of affording the fullest information obtainable concerning the foundation, progress, and government of the mother colony of Australia. It was with a similar purpose that the publication was commenced, some years ago, of the *History of New South Wales from the Records*. All the material that the Government could command was placed at the disposal of the author of Vol. I—Mr. G. B. Barton—by whom this store of information was largely drawn upon. But when Vol. II of the HISTORY was in course of preparation it was considered desirable to make a change in the plan. It was determined that while the publication of the History should go on, the Records themselves, with the exception of those that were trivial or formal, should be printed in full, in separate volumes, so that the public might have, on the one hand, a historical work founded on official documents, and on the other, the material upon which the narrative had been based.

The adoption of this course serves a double purpose. In the first place, it enhances the value of the HISTORY, for it enables the reader to turn at any point from the narrative of the writer to the fuller information which the reports and despatches supply. The advantage gained by this treatment of the official papers is obvious. No matter how faithfully a writer of history may

* This Preface was written by the late Alexander Britton. It is reprinted, with slight alterations, from Vol. I, Part 2, of the *Historical Records of New South Wales*, which, for the reasons given elsewhere, was issued before Vol. I, Part 1—
[Ed.]



perform his task, he cannot cover all the ground ; no matter how acutely he may criticise the actors who take part in the scenes he describes, he cannot exhibit them in so clear a light as they are shown in their own writings. Thus the publication of the Records may be regarded as desirable from the historical point of view.

In the second place, the printing of the Records gives immediate and lasting public value to State Papers which would otherwise be of service to the few—only those, in fact, who have leisure to search the bulky manuscripts which have been collected by the Government. In the absence of printed records, the inquirer who endeavours to learn in what manner New South Wales was founded—how the settlement was governed in the early days—by what steps it grew—how difficulties were encountered and overcome—what mistakes were made, and how they were corrected—by whom injustice was perpetrated, and in what way retribution fell upon the oppressor—can command no better sources of information than tradition, and the accounts of writers who had to make history from insufficient material. The publication of these Records will place at his disposal the best possible material, and enable him to draw his own conclusions from direct testimony.

It is not entirely a new departure that has been taken. The importance of preserving and reproducing national records is recognised in most civilised countries ; especially in Great Britain. In earlier times, when Ministers of the Crown treated official despatches as their private property, and on quitting office carried to their own houses manuscripts which belonged to the nation, little care was taken of the Records, and such a thing as giving information to the public concerning them does not appear to have had any place in the minds of those in authority. This indifference no longer exists. All public documents are carefully preserved ; inventories of them are taken, and they are accurately described in printed calendars. With a few exceptions, the State Papers of the United Kingdom are gathered together in one place—the Public Record Office, London—and are kept in the custody of the Master of the Rolls, who by the Public Records

Act (1 and 2 Vict., c. 94) is constituted Keeper of the Archives.* These stores of information are not simply hoarded up—they are treated in such a way as to be of general use, and to bring within easy reach of the historian the documentary evidence that he requires. Large volumes, entitled “Calendars of State Papers,” consisting of condensations of the documents in the Public Record Office and elsewhere from the days of Henry VIII to the Eighteenth Century, are in course of publication, while some of the earlier Records are printed in full.

In Canada the Records are scrupulously kept, and their contents disclosed for the information of the public. In 1872 the Dominion Government appointed an Archivist, and founded an Archives Office at Ottawa, where all the public records, with the exception of those retained by the provincial authorities, are stored. The papers consist partly of original documents, and partly of copies of old despatches and other manuscripts transcribed by a staff of writers from originals discovered by the Archivist in the London Record Office and Departments of State, and in the archives of Paris and other European cities. From time to time reports are issued in which the Records are described, and when considered necessary, printed in full. In this manner the public is placed in possession of information of the highest interest and importance relating to the early history of Canada which had never before seen the light.

In New South Wales, owing to the shorter period of time, and the smaller quantity of material to be dealt with, it is possible to do what would be impracticable under other circumstances, that is to say, to publish in full the Records of the Colony from its foundation. It has also been decided to publish all available correspondence concerning Captain Cook and his connection with Australian discovery. The Cook Papers form Part 1 of Vol. I. Part 2 of Vol. I contains the Records relating to the establishment of the Colony and its progress under Governor Phillip.

* With the exception of certain manuscripts in the British Museum and a few public libraries, most of the public muniments of the realm are now placed in one repository, and under the supervision of the Master of the Rolls.—*Encyclopædia Britannica*, ninth edition, vol. xx, p. 313.

When the settlement at Port Jackson was established the chief authority was vested in the Governor, who not only governed the Colony, but administered its affairs. The civil business was conducted nominally by a staff, but much of the work fell upon the Governor, who had to deal with matters which would be settled in the present day by an ordinary clerk. He was also at the head of the naval and military forces, and was the principal, it may almost be said the only, channel of communication between the Colonial Government and the English authorities. The reasons which led the English Government to plant a convict settlement in New South Wales are only briefly indicated in the scanty papers discovered in the State Departments; but when the Colony had been established, its affairs formed the subject of periodical letters from the Governors, who wrote fully about the concerns of the settlement, receiving in reply despatches for their guidance and instruction. Most of this correspondence has been preserved in the English Departments of State, either in the original or in official copies; and is of considerable interest. The despatches are full of information. The Governors were required by their Instructions to keep the Home authorities well informed about matters great and small; and, in the despatches sent to London, almost every transaction that took place is minutely described. More than this, copies of all the Proclamations and Orders, issued by the Governor and the military commander, were forwarded for the information of the English authorities. These documents are recorded with the other State Papers.

The history of the early years of New South Wales is founded mainly upon the despatches sent by the Governors to the authorities in England, and the despatches received by them in reply. The Records are comprised within measurable bounds, and as they are the chief material out of which history must be made, it has been decided to print them as they stand.

This course has been adopted on the recommendation of a Board, consisting of the late Hon. Geoffrey Eagar, Under Secretary for Finance and Trade from 1872 to 1891; Alexander Oliver, M.A., President of the Land Appeal Court, and formerly the Parliamentary Draftsman; Professor G. Arnold Wood, B.A.,

Challis Professor of History at the Sydney University ; and R. C. Walker, Principal Librarian, Public Library. The Board having ascertained the nature of the documents at the disposal of the Government, came to the conclusion that the design with which the publication of the Official History was commenced could not be fully carried out unless the State Papers and other official documents upon which the work was based were made as accessible to the public as the History itself. They therefore recommended, in the month of March, 1891, that the publication of the Records was not only desirable but necessary. The proposal received the approval of the then Colonial Treasurer, the Hon. William McMillan, who gave the necessary authority to carry out the work, on the lines recommended by the Board. Arrangements were made, accordingly, for printing and publishing the despatches, reports, letters and other papers which had been collected.

While the best use has been made of the material at command, the Records of the early days of the Colony cannot be presented in an absolutely complete form. Every paper of consequence that has been discovered, or may be discovered hereafter, will be published ; but unfortunately manuscripts of great interest and importance, which are known to have existed, cannot now be found. The most valuable of the early Records are the despatches sent to England by the Governors, and the despatches received by the Governors from the authorities in London. At Government House, Sydney, there are a number of letter-books containing copies of the despatches sent to England, and the original despatches received from the Home authorities ; but these Records, instead of going back to 1788, the year in which New South Wales was founded, begin with 1800. Of the despatches received and sent before that date, during the Governorships of Phillip and Hunter, and the Lieutenant-Governorships of Grose and Paterson, there is no trace. What has become of them it is impossible to say. A hundred years ago State Papers were not so carefully guarded as they are now ; the English system was loose, and it would have been surprising if greater care had been taken in Sydney than in London. Some of the early Australian Governors

may have taken their papers with them when they left office. On that supposition the disappearance of the despatches from 1788 to 1800 is readily explained ; but even then the whole case is not met, for public Records of which the Governors were not the custodians are also missing.

There are circumstances, however, which discourage the view that Governors' despatches in the early days were treated as the property of those to whom they were sent. It is certain that they were not so treated by Governor King, and there seems to be no reason why Phillip and Hunter, Grose and Paterson, should have followed a different practice. We have the means of knowing exactly the course pursued by Hunter's immediate successor. The Hon. Philip Gidley King, M.L.C., has placed at the disposal of the Government the books and papers left by his grandfather, Governor King ; but, while these manuscripts include copies of most, if not all, of the despatches received by King from the English Ministers and Under-Secretaries of State, no originals are to be found. The despatches have been copied into letter-books, some by King himself, some by his secretary ; but, while many unofficial letters to King are among the papers, the originals of the Home despatches are wanting. The inference is plain. If King had at any time regarded the English despatches as his own property, he would not have gone to the trouble of copying them, and the originals would have been found among his papers. He was exceedingly careful about his correspondence, preserving communications of all kinds, whether trivial or important, but duplicating nothing. When an original document is met with there is no copy. And the manuscripts at Government House show that when King relinquished the government he left the originals of the English despatches in the office. If in doing so he acted in accordance with the recognised practice, the presumption is that his predecessors—Governors Phillip and Hunter, and Lieutenant-Governors Grose and Paterson—treated in the same way the despatches received by them.

What then has become of these manuscripts ? Most probably they have been destroyed ; but by whom, or with what object, can only be conjectured. That the missing despatches met with

this fate is the more likely from the fact previously stated—that public Records of corresponding dates, for which the Governors were not responsible, have also disappeared. A strong-room in the Colonial Secretary's Office, Sydney, contains all the original Records of New South Wales that can be found in the Colony. These papers have been examined and scheduled, and it may be seen at a glance of what they consist. They begin with a General Order, dated 7th August, 1789, "Instructions to the Night Watch." Two other orders of no particular importance follow, and these are all out of the many hundreds issued during Phillip's Governorship that appear to have been preserved. There is only one official paper of the time in which Lieutenant-Governor Grose ruled—December, 1792, to December, 1794; and none whatever belonging to the administration of Lieutenant-Governor Paterson—December, 1794, to September, 1795. Hunter's Governorship, which covered more than five years—11th September, 1795, to 27th September, 1800—is represented by one book containing copies of the orders made from September, 1795, to December, 1797, and five or six papers of minor importance. Papers belonging to the King period, 1800 to 1806, are more numerous; but the Records are scanty and intermittent until the term of Governor Macquarie is reached—January, 1810. No despatches to or from any of the Governors or Lieutenant-Governors have been preserved in this Office. The only manuscripts of this class in Sydney are preserved at Government House.

The Records, so far as Sydney is concerned, are thus defective in two respects. In the first place, the despatches from the foundation of the Colony up to the beginning of 1800 are wanting; in the second place, the Orders, Proclamations, and other official papers showing how authority was exercised in the early days are found only in fragments—in fact, they can scarcely be said to exist.

But for the active search made in London by Mr. James Bonwick, F.R.G.S., the early Records of New South Wales would have been little better than a blank. The despatches sent to England by the Governors, as well as the despatches and letters transmitted to them, have been preserved, if not as

completely as could have been wished, yet to a very large extent, in the Departments of State. These departments have been thrown open to the Government, and the transcriptions that have been made repair, so far as it can be repaired, the loss of the early Colonial Records.

The examination of these valuable sources of information was commenced in April, 1887, when the then Colonial Secretary, Sir Henry Parkes, through the Agent-General, authorized Mr. Bonwick to make copies of certain despatches which he had discovered. In the following year, in view of the publication of the *History of New South Wales from the Records*, authority was given for the transcription of documents relating to the period during which Governor Phillip was at the head of affairs, *i.e.* 1788–1792. The information obtained in this way proved so interesting and valuable that Mr. Bonwick was instructed to continue his researches among the early Records of the Colony, and the work has since gone on without interruption. The manuscript Records were not readily accessible; they had to be gathered from many departments. The Governors in the early days were not only responsible to the Home Office, but, as naval officers, they also owed allegiance to the Admiralty, consequently they had to correspond with the Home Secretary and the Lords Commissioners of the Admiralty, and with the Under-Secretaries of those departments. Each department and sub-department kept two letter-books, one for the Minister and the other for the Under-Secretary, so that it was necessary to examine four different sources of information for the purpose of discovering what had passed between the Governors and the English authorities.

In dealing with the Records belonging to a still earlier period—that in which the establishment of a settlement in New South Wales was discussed—the ground to be covered was wider still, though not so productive. In making preparations for the despatch of the First Fleet many departments and sub-departments were engaged—the Home Office, which had general direction of the business; the Admiralty, which undertook the equipment and officering of the ships, and the appointment of the force of marines which guarded the transports and formed the garrison at Port

Jackson ; the Treasury, which made the financial arrangements ; the Transport Office, which had to do with the convict-ships ; and the Victualling Department, which provisioned the fleet. When the marines were replaced by the special corps raised by Major Grose, known afterwards as the New South Wales Corps, another Department of State, that of War, was brought into operation ; and, accordingly, correspondence between that Department and the Home Office, and between the officials at the War Office and the officers of the Corps, took its place amongst the Records. Three of the transports which, with the warship *Sirius* and its tender the *Supply*, constituted the First Fleet, were under charter to the East India Company to take cargoes of tea from China to London, after landing convicts and stores at Port Jackson ; and, at a subsequent stage, the Company, in its opposition to Australian trade with the East, figured largely in the official correspondence relating to New South Wales. The Records of the India Office are therefore another source of information.

The transcripts which have been despatched to Sydney are thus gathered from a wide field, embracing as it does the Public Record Office, the British Museum, the Home Office, the Colonial Office, the War Office, the Privy Council Office, the Admiralty, the India Office, and Somerset House. The documents had to be searched for, and the work was not without difficulty, owing to the imperfect and unsystematic way in which official records were kept in the early days. Some documents—the earlier Orders and Proclamations, for example—cannot be found at all ; others, which were believed to be missing, such as the Commissions of the early Governors, have been discovered in the Home Office, after a patient search, in which valuable assistance was given by the officers of the department. A number of the despatches copied by the transcribers in London escaped notice in the first instance because they had been placed amongst papers relating to the American colonies.

While the principal storehouse of facts concerning the early days of the Colony is the Public Record Office and the Departments of State in London, information has been obtained from other sources. Six years ago the Agent-General, Sir Saul

Samuel, acting under instructions from the Government at Sydney, purchased from Lord Brabourne a valuable collection of papers relating to the settlement of New South Wales. They were once known as "The Brabourne Papers"; they are now known as "The Banks Papers." The grandfather of the present Lord Brabourne was related to Sir Joseph Banks, and, in that way, the papers came into the possession of the Brabourne family. Sir Joseph Banks, as pointed out in Vol. I of the *History of New South Wales from the Records*, took an active part in the consultations and negotiations which led to the settlement of the Colony; and there can be no doubt that his representations, founded upon what he saw of the country during his visit to Botany Bay with Captain Cook in the *Endeavour*, did a great deal towards bringing about the settlement of New South Wales. After the Colony had been established he watched its fortunes with a parental eye, and the deep interest which he took in its welfare is shown by the correspondence that has come, through Lord Brabourne, into the possession of the Government of New South Wales. These manuscripts are apparently only a part of the papers that Sir Joseph kept with regard to this Colony. The "Banks Papers" were discovered by accident in Sir Joseph Banks's old house in Soho Square, but these manuscripts are only a portion of the correspondence which Sir Joseph had with English Ministers, and with Australian Governors, settlers, and explorers. Many of his manuscripts relating to Australian affairs have been lost or destroyed. The papers begin with four letters from Captain Cook (originals), and go up to 1814, six years before Sir Joseph's death. The absence of letters to or from Phillip, with whom Sir Joseph Banks corresponded, the fact that there are no manuscripts of later date than 1814, and other considerations, indicate that the collection, precious as it is, is only the remnant of a large store of papers relating to the foundation and settlement of New South Wales.

The manuscripts of Governor King, referred to on page x, which have been lent to the Government by the Hon. Philip Gidley King, M.L.C., are extensive and important. They con-

sist of a Journal, in two volumes, kept partly on board the *Sirius** on the voyage from England to Botany Bay with the First Fleet of Transports, and partly at Norfolk Island, where King acted as Commandant and Superintendent from March, 1788, to March, 1790, under a Commission issued by Phillip as Governor of New South Wales and its Dependencies; a letter-book, containing copies of despatches received and sent both during King's term as Commandant and during his subsequent command as Lieutenant-Governor, under Commission from the Crown, from November, 1791, to October, 1796; four letter-books, kept during his term as Governor of New South Wales, from September, 1800, to August, 1806; and original letters and despatches, extending from 1799 to 1811. It should be pointed out with regard to the despatches recorded in the letter-books that King during his first term at Norfolk Island corresponded with Governor Phillip, from whom he derived his authority; while during his Lieutenant-Governorship at Norfolk Island and his Governorship at Sydney he was in direct communication with the Home Office and other Departments of State in England. While acting as Lieutenant-Governor of Norfolk Island, from November, 1791, to October, 1796, King wrote a Second Journal, a copy of which is amongst the transcripts sent from England to the Government in Sydney.

As the papers given in these volumes form the basis of the *History of New South Wales from the Records*, which is published concurrently, they are presented without comment, and without any attempt to explain the story they tell. The proper place for description, analysis, and comment is the History itself. The Records are given here as they were found, and they speak for themselves. Where it has been considered necessary to explain the relation of papers to each other, or to give information concerning persons and places, as an aid to the reader in studying the Records, the Editor has written the necessary notes, which are printed at the foot of the page, but no alteration of the text has been made in any case. Errors of composition and spelling are allowed to go without correction; in a word, the Records as

* King came out to New South Wales as Second Lieutenant of the *Sirius*.

printed are literal transcripts of the originals. This is the plan now generally adopted in the reproduction of manuscripts; indeed no other course could be pursued without mutilating the originals. The papers are arranged in chronological order, except where a despatch of a given date contains enclosures of earlier dates; and a comprehensive Index is given with each volume.

It will be noticed in examining the Records from 1783 to 1789 that duplicates are given of some of the documents printed in Vol. I of the *History of New South Wales from the Records*. It was impossible to avoid this repetition. The Records stand by themselves, and they must be given intact. For this reason, the documents published in Vol. I of the History have been reprinted; in future issues, however, repetitions will not occur. In the Historical Records will be found the full text of the papers; in the History they will be digested and explained. The writer of Vol. I made such use of the manuscripts as the space at his disposal allowed; the broader plan now adopted gives the facts in one set of volumes and the historical narrative in another. In this way the full Records will appear in print, while the History will not be burdened by long extracts and quotations. It is believed that by the adoption of this course the convenience of the reader will be consulted, and the object which the Government has in view carried into effect.

NOTE. •

WHEN the recommendation of the History Board (*ante*, p. ix) in favour of the publication of the RECORDS as an independent though auxiliary work to the HISTORY, was made in March, 1891, the documents which had been received from England contained very little information relating to Captain Cook. It was, therefore, decided to make a further search in the State Departments in London ; and, pending the result, to proceed immediately with the publication of the Records relating to the foundation of the Colony by Governor Phillip. This was done ; and, in order that the chronological sequence of the volumes should not be disturbed, the Phillip Papers appeared in February, 1892, as Vol. I, Part 2, with a Preface and Introduction by the late Alexander Britton. Upon the arrival of the additional Cook Papers they were at once prepared for publication ; and are now issued as Vol. I, Part 1, of the *Historical Records of New South Wales*.

VOL. I, PART 1.

INTRODUCTION.

THE papers now published as Part 1 of the First Volume of the *Historical Records of New South Wales* belong to the period 1762 to 1780. They deal with the visit of Lieutenant (afterwards Captain) Cook to these shores in the years 1769–70, and, incidentally, with his career both before and after that period.

It was intended, when the *History of New South Wales from the Records* was projected in 1887, that the foundation of the Colony by Governor Phillip should be the starting-point. The work of Captain Cook was regarded as belonging to the history of discovery rather than to that of colonisation ; moreover, it had been described with minuteness by so many writers that there seemed no justification for an official publication, which could hardly be more than a *réchauffé* of familiar second-hand narratives. When, however, it was decided, in 1891, to enlarge the original plan, and give the full text of the RECORDS in a series of volumes published concurrently with the HISTORY, the most serious objection to the inclusion of the Cook papers disappeared. There could no longer be any reason—after the lapse of more than a century, and the attempts of so many authors to describe Cook's voyage to these seas—why the famous navigator should not be allowed to speak in his own person.

The present volume will serve to illustrate the propriety of publishing the Records as they stand. Hitherto, Cook's career and achievements have been made known through the medium of an Editor ; and it has been impossible to say to what extent he should be held responsible for the opinions he is made to express.

In the case of the narrative of the voyage in the Endeavour—which is naturally of most interest to Australians—this is very marked. When the Endeavour returned to England, Cook's manuscripts, together with those of Banks, Solander, and the officers of the ship, were placed in the hands of Dr. Hawkesworth, a celebrated *littérateur* of the time, to prepare them for the press. With the object of "bringing the adventurer and the reader nearer together,"* the account was written by Hawkesworth in the first person. He was allowed to relate the events of the voyage in his own words, and to embellish the narrative by "such sentiments and observations as my subject should suggest."† So extensively did the Editor avail himself of this privilege that the man who should have been the central figure seldom appeared. It is Dr. Hawkesworth who speaks; not Captain Cook. It is now proposed to place before the public the simple narratives of the discoverers themselves. This plan will involve some loss of continuity; for that, however, the reader is offered the compensation of being brought face to face, for the first time, with Captain Cook and his officers. As might be expected, from the circumstances of his youth and the surroundings of his early manhood, errors in Cook's spelling and grammar often occur; but there is no difficulty in arriving at his meaning, nor is there any reason for believing that he was more illiterate than the average naval officer of his time.

The expeditions sent out by the British Government under the leadership of Byron, Wallis, Carteret, and Cook, during the period of quiet which followed the general peace of 1763, mark a new era in maritime exploration. Prior to that date, the results of voyages to unknown seas, whether made at the expense of private individuals or of States, had, in nearly every instance, been carefully suppressed; many of them had been embarked upon with no other object than immediate pecuniary gain; and, in too many instances, had been prosecuted with little regard to justice or humanity, and less to science. One consequence of the reticence of those who visited these new lands in the Sixteenth and Seventeenth Centuries, was the spread of extravagant fictions respecting their inhabitants and products. As the pre-historic periods in

* *Hawkesworth's Voyages*, vol. i, p. iv.

† *Ibid*, p. v.

the histories of old-world nations had been peopled with heroes of superhuman prowess, so the *terræ incognitæ* became the homes of men of gigantic stature, the seats of mighty empires, and the repositories of fabulous wealth.

The investigations, however, of Cook and his immediate predecessors were of a different nature. Not only were they prosecuted exclusively with a view to the advancement of geographical knowledge; but, in keeping with that intention, the results were immediately made known to the whole world with a minuteness of detail previously unknown.

It is because there can be no question as to the authenticity of these Records, and because they mark the period when the knowledge of Australia began to assume a definite and accurate form, that they have been selected as the starting-point of the *Historical Records of New South Wales*.

Unfortunately, they throw no direct light upon the controversy originated by Dalrymple* some time after Cook's death, and revived in recent years, whether Cook had any knowledge of old charts, which were, beyond doubt, in existence prior to his voyage, showing the contour and position of the eastern coast of New Holland with tolerable accuracy; and on which a bay, corresponding approximately in position and name with Botany Bay (*Coste des herbaiges*), was shown.†

Since Dalrymple's time, several old charts of the Sixteenth Century have been brought to light, which indicate a knowledge of our eastern coast more than two hundred years before Cook visited it. These charts, when due allowance is made for the imperfect method of ascertaining longitude then in vogue, give so correct a representation of the eastern coast that it is impossible to regard them as the creations of fancy. It does not, however, follow that Cook was cognisant of their existence. In fact, if his career, from the time when he joined the Navy until his appointment to the Endeavour, is taken into account, it will appear extremely improbable that he knew anything

* *Memoir of a Chart of Chagos and the adjacent Islands*, by Alexander Dalrymple, p. 4.

† See Note 14, post, p. 161.

whatever about them. It must be borne in mind that during the period of Cook's service, up to 1763, England was almost continuously engaged in maritime war; and that the very little time which could be spared for private study on a King's ship in active service was required by him to make good the deficiencies of his early training. When hostilities ceased, Cook was called upon to engage in an undertaking which left him even less time to himself: namely, the survey and exploration of the coasts of Newfoundland and Labrador. It is, therefore, not difficult to understand that Cook had little or no opportunity of making himself acquainted with the labours of these early navigators. Moreover, there is no conclusive proof that, at this time, the existence of these old maps was known to any of the cartographers of the day. Dalrymple, who appeared to be willing to lead the public to believe that it was possible Cook had seen these charts in 1768, had, himself, no knowledge of them in 1770; for in his *Historical Collection of the Several Voyages and Discoveries in the South Pacific*, published in that year, he makes no mention of them; on the contrary, the "Chart of the Pacific Ocean" inserted therein, although giving the western and northern parts of New Holland, has no eastern coast-line. De Broses, in his *Histoire des Navigations aux Terres Australes*, 1756, does not allude to them. In his chart also, the eastern coast-line is a blank. It is fair to presume that if Dalrymple had not seen them in 1770 they were not known to Cook in 1768. As the leading English hydrographer of his day, and the author of a work on discoveries in the South Seas, Dalrymple was much more likely to be cognisant of their existence than Cook. The following extract from an address by M. Barbié du Bocage, read before the Institute of France, on 3rd July, 1807, will serve to show that at the time all knowledge of the existence of these charts, prior to the voyage of the *Endeavour*, was denied by the English:—"The English pretend that none of these charts were discovered till after the death of the celebrated Captain Cook; and that they had no knowledge of them when this navigator set sail. But their prior existence in well-known libraries in England may cause this assertion to be doubted." So far as is now known, the only chart

answering to this description is that referred to in Note 14, *post*, p. 161, which, however, was lost sight of long prior to Cook's voyage, and was not brought to light until some years after his death.

There is another point worthy of note in connection with the contention that Cook had no knowledge of these charts. By most authors the credit of their authorship is given to the Portuguese; now, it is well known that in the Sixteenth and Seventeenth Centuries the Portuguese were very reticent in regard to their voyages and discoveries. Humboldt, in his *Histoire de la Géographie du Nouveau Continent* (tom. iv, p. 70), says that "the kings of Portugal forbid, upon pain of death, the exportation of any marine charts which showed the way to Calicut." This course was doubtless followed in regard to the charts of *Terra Australis*, and will account for them remaining so long unknown—at least to Englishmen.

The collection opens with an extract from a log in the handwriting of Lieutenant Cook, which has been preserved in the British Museum.* The original is entitled "The Log-book of Lieutenant James Cook in the Endeavour." It has been distinguished in the following pages by the name of "Lieutenant Cook's Private Log." There is, unfortunately, nothing known as to the history of the original, except that it was purchased about twenty years ago at an auction sale in London. It is not a complete account of the whole voyage. The first entry is on 12th February, 1770, when the Endeavour was off Cape Palliser, in New Zealand; the last on the 23rd September, 1770, when approaching the Island of Java. Only the part, however, in which the voyage along the eastern coast of New Holland is recorded has been printed here. As a historic document, this log is of great value. It affords a ready means of disposing finally, not only of a number of fallacies which have hitherto been accepted, but also of a number of questions which have given rise to a great deal of controversy of a speculative nature. We find, for instance, Cook himself stating† that he called the bay now known as

* *Post*, pp. 1 to 78.

† *Post*, p. 20.

Botany Bay “Stingray Harbour”; and, further, he tells us why he did so. The matter is discussed in Note 14, *post*, p. 161. It is now quite impossible to say, with any certainty, who originated the name at present in vogue, and why; this much, however, appears beyond any reasonable question,—either Captain Cook did not, or, if he did, it was an afterthought.

Although no direct evidence is contained in the papers relative to the name “Port Jackson,” yet the list of the crew given on page 334 puts an end—when taken with other evidence—to the contention that it was named after a seaman on board the *Endeavour*. An attempt is made to collect the evidence on this question in Note 78, *post*, p. 170. Following Cook’s movements after passing Port Jackson, we find on a close examination of his chart that he places Broken Bay some miles to the south of its true position. This discrepancy was first noticed by Flinders,* who was of opinion that Cook did not see the land at the débouchure of the Hawkesbury River; but that the spot which he called Broken Bay was in the vicinity of what is now known as Narrabeen Lagoon. The extract concludes with the narrative of the transaction of the 22nd August, 1770, on which day possession was formally taken of “the whole Eastern Coast with all the bays, harbours, rivers, and islands situated upon it,” and preparations were made for steering homewards.

It is noticeable that Cook does not state, as Hawkesworth, his Editor, does,† that the territory was proclaimed a British possession under the name “New South Wales.” (See *post*, p. 78, and Note 75, *post*, p. 169.) There appears to be no foundation for the popular impression that the name was suggested by a resemblance of the scenery of the coast to that of South Wales. There is certainly nothing in these Records, or in Hawkesworth’s publication, which would justify such a conclusion.

Following this extract is another,‡ covering the same period (13th April to 22nd August, 1770), taken from a log in the British Museum, in which the transactions of the entire voyage—

* *Voyage to Terra Australis*, vol. ii, p. 2.

† *Hawkesworth’s Voyages*, vol. iii, p. 616.

‡ *Post*, pp. 79 to 187.

extending from May, 1768, to July, 1771—are recorded. This log is not in the handwriting of Captain Cook ; it is evidently that kept by the principal officer, for the time-being, of the ship. In these pages it is distinguished as “Lieutenant Cook’s Official Log.” The original is entitled “The Log-book of the Endeavour, Lieutenant James Cook, Commander.” It was in the possession of Sir Joseph Banks, and upon his death was handed, in accordance with the terms of his will,* to the British Museum.

The abbreviations in these logs are very numerous ; although many of them explain themselves, a list has been appended to this Introduction for the convenience of readers unacquainted with nautical forms of expression.

It must be borne in mind, when comparing these extracts with Hawkesworth’s narrative of the voyage, that they are printed exactly as they stand, without any allowance being made for westing. Consequently, they are a day ahead of actual time. The events set down by Hawkesworth under any given date, will, therefore, appear in the logs as happening on the following day.

For the same reason, it is necessary to remark that Hawkesworth has reduced the time to the civil computation, whereas, in the logs as here printed, it is reckoned by the nautical method, i.e., the day commences at noon of the civil day, and ends at noon of the following civil day.

The first column contains the hour of the day ; the second and third, the rate at which the vessel was travelling. The remaining columns require no explanation.

In the Notes, which will be found on pp. 159 to 174, an attempt has been made to trace the origin of the nomenclature of the principal parts of our coast-line mentioned in the logs. The Notes are numbered, and in each case the part of the text discussed, and the page on which it occurs, are given.

Following the Notes on Cook’s Log will be found extracts from the journals of several of his officers. As explained in the

* *New Monthly Magazine*, 1820, Part 2, p. 467.

Note which precedes these extracts,* the tabular matter has, in the interests of space, been omitted; abbreviated words have been printed at length; and obvious errors in spelling have been rectified. The information contained in these journals is, as might be expected, practically the same as that given in Cook's logs, in some cases in the same words. It has, however, been thought undesirable to omit these corroborative accounts, since they may be of service to the reader who wishes to closely and critically examine Cook's narrative. In their compressed form they cannot be seriously objected to on the score of repetition. For the same reason, a short extract is given† from a log in Captain Cook's handwriting, presented by him to Admiral Sir Hugh Palliser; and which still remains in the possession of the Palliser family.

By the aid of these logs and journals, supplemented by the charts contained in the accompanying volume, the reader will have no trouble whatever in following every movement of Cook's ship during her cruise along the eastern coast of New Holland.

The general correspondence opens (p. 299) with a number of letters having reference to Cook's services in Newfoundland. With the exception of a memorandum for the information of Commodore Palliser (p. 299), we have nothing from Cook's pen until his appointment to the *Endeavour* in May, 1768. The explanation of this lies in the fact that, at that time, it was not customary to preserve the letters of officers below the rank of lieutenant. Admiral Lord Colville, as early as 1762 (p. 299), speaks of Cook's "genius and capacity." For three years Cook had served under him as master, and the Admiral appears to have formed a very high opinion of his merits, for he recommends him to the Admiralty as an officer qualified for "greater undertakings."

Until the spring of 1764 the Records are silent as to Cook's movements. On the 4th April of that year, Commodore Palliser—then newly appointed Governor of Newfoundland and Labrador—represented to the Admiralty the unsatisfactory manner in which

* Post, p. 175.

† Post, pp. 289 to 298.

the survey of the coasts of Newfoundland was being carried on ; and proposed, as a remedy, that Cook be appointed master of the schooner Grenville, with a partially independent establishment. This was done. The summer months were spent in surveying, and in the winter Cook returned to Portsmouth to refit. In March of the following year (1765) Palliser again addressed the Admiralty on the subject, and recommended that Cook's vessel should have a totally independent establishment. In February, 1766, we find Palliser informing the Admiralty that Cook had finished his chart of the southern (and most frequented) part of the coast of Newfoundland ; and requesting permission for him to publish it, together with charts of other parts of the same coast, which he had completed the preceding year. With this, and a short letter having reference to the appointment of Cook's assistant, the correspondence relative to his services in Newfoundland closes. A communication to the Royal Society from the pen of Dr. Bevis follows (p. 305). From this it will be seen that Cook had thus early (1767) established a reputation for something more than seamanship.

The official correspondence proper commences with the Admiralty despatches to the Navy Board (p. 305) directing them to purchase a suitable vessel to "go to the southward of the equinoctial line to observe the transit of Venus over the sun's disc," and to "register her on the list of the Royal Navy as a bark by the name of the Endeavour." It will be observed that no allusion whatever is made to exploration. The object of the expedition at its inception was purely astronomical. The Records do not tell us at what time, or by whom, the field of operations was extended. The formal notification of Cook's promotion to the rank of first lieutenant and commander of the vessel then follows ; and his reply to the Admiralty acknowledging its receipt, on the 27th May, 1768, is the first of a series of short, formal letters which passed between the commander and the naval authorities, respecting the equipment of the ship, and the accommodation of the gentlemen who were to accompany him. Beyond a brief notification of his arrival at Plymouth on the 14th August, 1768, and Madeira on the 17th of the following month, Cook has

nothing to say until his arrival at Rio de Janeiro. There his troubles began. His report to the Admiralty of the treatment he received from the Viceroy while at that port, together with copies of the correspondence which passed between them, will be found on pp. 316 to 331. It is not right to conclude that the Viceroy was entirely in the wrong in this matter; for Cook does not appear to have taken any trouble to convince him, until it was too late, that the *Endeavour* was not what she appeared to be, namely, a merchant vessel. To understand the position taken by the Viceroy, it must be borne in mind that, at that time, the Portuguese were, above all things, jealous of their South American trade. In the old world they had but little to fear from the intrusion of strangers; in the rich lands of the West it was different. Into those ports no foreign traders were admitted. They appear to have had a singularly keen appreciation of the enterprise and pertinacity of the British trader. If forced to seek shelter in one of their ports, through stress of weather or real necessity, his vessel and crew were placed under the strictest surveillance; and, if he desired to go on shore, he was followed wherever he went by a guard, or, as the Viceroy was pleased to term it—a guide.

When the *Endeavour* dropped anchor before the town the suspicious Portuguese could only see that she was an English merchantman; the uniforms of the marines and sailors, and the gold lace of the officers, appeared but a clumsy ruse. The manifest, resembling, as it doubtless would, the inventory of a toy-shop, confirmed their suspicions; and the vessel was put upon the same footing as if she had been an East-Indiaman. Cook's interview with the Viceroy does not seem to have mended matters. It was useless for him to endeavour to convince the Viceroy that they were going to observe an astronomical phenomenon, of which he had doubtless never heard, and the significance of which he would certainly not be likely to understand. He appears, on Cook's own showing, to have been very polite, but also very firm. Cook, on the other hand, was very wroth, and evidently was not anxious to disguise it. That the meeting was of a stormy character is clear, not only from the account Cook gave in his letters, but also from

the fact that the Viceroy refused to give him another audience, and would only allow him to communicate through an *aide-de-camp* or by letter. When Cook attempted seriously to convince him, by means of his Commission and letters of credit, that the *Endeavour* was a King's ship and not a trader, the mischief had been done. The wounded dignity of a Viceroy in those days was not easily or quickly healed.

Following Cook's correspondence with the Viceroy is his letter from Batavia to the Admiralty reporting the results of the voyage. He has very little to say of the new lands of New Zealand and New Holland, but thinks it important to mention that no Southern Continent had been seen. He concludes with acknowledgments of the zeal of the gentleman passengers, and the "cheerfulness and alertness" of the crew. A list of the crew and marines, taken from the books of the Admiralty, follows on pp. 334-6. There is no letter from the Cape of Good Hope, where Cook stayed for one month to refresh his men. The letter in which he reports his return to England is dated from the Downs, and is very short and formal. With an interesting report by the surgeon on the precautions taken against scurvy, and a few short official notes recommending particularly deserving officers for promotion, the records relating to the First Voyage close.

The Second Voyage of Captain Cook was undertaken for the purpose of exploring the Southern Ocean in search of the great continent which theoretical geographers asserted ought to exist there. Captain Cook himself does not appear to have had much faith in these theories. But there were not wanting in England men of standing in the scientific world who, arguing from the proportion of land to water in the Northern Hemisphere, and from the loose reports of early navigators, contended that a large continent encircled the South Pole, extending in places as far north as 30° S. latitude. It was to set this question at rest that Cook sailed in the summer of 1772 in command of the *Resolution* and *Adventure*. He returned in 1775, having accomplished his mission with the thoroughness which characterised all his undertakings. No more was heard of the "Great Southern Continent."

The papers relating to Cook's Second Voyage cover pp. 345 to 385. The preparations for this voyage were made upon a most elaborate scale. The interesting and complete account published in 1777 by Strahan—which was taken, with slight corrections and alterations, by Dr. Douglas, Dean of Windsor (afterwards Bishop of Salisbury), from Cook's own journal—renders it unnecessary to reprint the daily account of the expedition in this collection. A log of this voyage, similar to that of the *Endeavour*, is in the possession of the descendants of Sir Hugh Palliser. It is in Cook's handwriting, and contains the following prefatory note :—

Soon after my return in the *Endeavour* bark, it was resolved to equip two ships to finish the exploring the Southern Ocean, and as this service required ships of a particular construction, and the *Endeavour* bark having been sent to Falkland Isles, the Admiralty ordered the Navy Board to purchase two such vessels as they thought would be most suitable for this service. As their Lordships intended to honour me with the command of this expedition, the Navy Board were pleased to order me to examine the several vessels which were tendered to them for sale, and to report to them which were proper and which not. Of all those that were tendered to the Board, I found only three which were at all suitable for the service they were intended [for], and these I thought as well adapted as if they had been built for the purpose. Two of them were accordingly purchased of Captain Willm. Hammond, of Hull. They were both built at Whitby, by Mr. Fishburn (the same as built the *Endeavour* bark), and were about fourteen or sixteen months old. They were to be put on the establishment of sloops. The largest of the two, which was intended for me, was sent to Deptford to be equipped. She was 462 tons burdthen, to carry twelve carriage-guns, and 112 men, &c.

A copy of the log of the *Resolution* is also in the possession of the Hydrographer of the Admiralty. It is in an unknown hand, well written and complete ; and is dated 22 March, 1775, at the Cape of Good Hope. Prefixed to the log is a personal statement signed by Captain Cook, the concluding lines of which are as follows :—

I have given the most candid and best account of things I was able. I have neither natural or acquired abilities for writing. I have been, I may say, constantly at sea from my youth, and have dragged myself (with the assistance of a few good friends) through all the stations belonging

to a seaman, from a prentice boy to a commander. After such a candid confession I shall hope to be excused for all the blunders that will appear in this journal.

JAM'S COOK.

The papers relating to the Second Voyage commence with a number of short, formal letters, having reference to the equipment of the vessels, the selection of men, precautions to be taken against scurvy, and other matters of detail, not of sufficient interest to be enumerated here. On p. 352 will be found the first reference, the Records contain, to the cause of the disagreement between Captain Cook and Mr. Banks, which resulted in the latter, together with Dr. Solander, Dr. Lind, and Mr. Zoffani, abandoning the expedition.

The facts of the case were as follows:—Towards the end of December, 1771, the Resolution was sent to the naval arsenal at Deptford to be equipped for the voyage. One of the principal additions consisted of deck-houses for the accommodation of Mr. Banks and his scientific confreres, and for the reception of rare plants and botanical specimens which they desired to obtain for the Kew Gardens. The naval authorities appear to have been too anxious to meet the requirements of a man of Banks's standing and influence; the works were raised to such a height that it was found, on the 13th May, 1772, when the anchor was weighed at Gravesend, that the enormous amount of top-hamper made her so crank that in a very moderate breeze and with reefed sails she heeled so much that the water almost came in at the gun-ports. Cook does not appear to have been on board at the time; he was informed by his first lieutenant, Mr. Cooper, and on the following day (14th May, 1772) reported the matter to the Admiralty, stating that in his opinion the whole cause of the trouble was the additional works that had been built upon the vessel, "in order to make large accommodation for the several gentlemen passengers," and proposing that she might be cut down to her original state. The Resolution was immediately placed in the dock at Sheerness, and the alterations agreed upon between Cook and the Navy Board carried out. About a fortnight appears to have elapsed before Banks became aware of the alterations which were being made, and the reason therefor. When, however, he did hear, he regarded

the matter as amounting to an insinuation that he had been too exacting; and immediately ordered everything belonging to him to be removed from the ship. Attempts have been made to cast upon Cook the stigma of being actuated in this matter by jealousy. There is, however, no foundation for such a charge. The following letter* from Cook to Banks, written soon after the completion of the first voyage, will show the cordial nature of the relations existing between the two men shortly before the second voyage was projected :—

Wills's Coffee-house, Charing Cross,
Sunday morning.

Dear Sir,

Your very obliging letter was the first messenger that conveyed to me Lord Sandwich's intentions. Promotion unsolicited, to a man of my station in life, must convey a satisfaction to the mind that is better conceived than described. I had this morning the honour to wait upon his Lordship, who renewed his promises to me, and in so obliging and polite a manner as convinced me that he approved of the voyage. The reputation I may have acquired on this account, by which I shall receive promotion, calls to my mind the very great assistance I have received from you, which will ever be remembered with most grateful acknowledgments by

Yours, &c.,

JAM'S COOK.

The tone of this letter, and also of that addressed by Cook to Banks from the Cape of Good Hope (p. 372), are strong evidence against the existence of such unworthy motives. Lord Brougham lays the whole blame of the disagreement on Sir Hugh Palliser, at that time Comptroller of the Navy. He charges him with having thwarted Banks at every turn, but adduces no more convincing or logical reason than an expression of his own belief that Sir Hugh "hated learning more than toad or asp."

Lord Brougham surmised that the letter printed above was written in 1768, but in this he is evidently in error. The Earl of Sandwich was not at that time in office; and further, the letter itself indicates that it was written after the completion of one of the voyages, and when Cook was about to be promoted. There can be little doubt that it was written about the middle of August,

* Lord Brougham's *Lives of Men of Letters and Science*, vol. ii, p. 861.

1771, immediately prior to Cook's promotion by the Earl of Sandwich to the post of Captain in the Royal Navy, and shortly after the return of the *Endeavour*. It is gratifying to be able to note that the cordial relations which were speedily re-established between Cook and Banks were, so far as can be now ascertained, never afterwards disturbed.

Amongst the letters written by Cook prior to his departure on his Second Voyage is one addressed to Banks from Sheerness, and bearing date, 2 June, 1772. The original was amongst the collection purchased from Lord Brabourne, and is now in the possession of the Government. Facing the letterpress (p. 356) will be found a photo-lithographic reproduction of the original. Prior to the arrival of the vessels at the Cape of Good Hope, there is little beyond the details of preparation, and a number of letters from Cook to Furneaux instructing him how to act in case of separation.

On the 18th November, 1772, Cook reported to the Admiralty his safe arrival, on the 30th October, at the Cape of Good Hope (p. 369). He alludes to the discovery in the early part of the same year—by the French—of land in the meridian of Mauritius and in latitude 48° S. ; but, although he gives the names of the vessels, he does not mention that of the commander, M. de Kerguelen. The contents of the letter will be found fully elucidated in the footnotes, pp. 370 and 371. While at the Cape, Cook took the opportunity of writing a friendly private letter to Banks ; (p. 372) he alludes apologetically to the “cross circumstances” and coolness between them, which ended in Banks remaining behind ; but thinks it insufficient “to break off all correspondence with a man I am under many obligations to.” This letter affords a good illustration of the most marked feature in the character of Cook—his intense and all-absorbing devotion to his work. All his interests and thoughts centred in the objects of his expeditions. Even his private letters are full of his projects. He has no time, or inclination, to touch upon any matters affecting himself as an individual, or pertaining to his private life, his family, or his friends. The original of this interesting letter is in the possession of the Government : a facsimile accompanies the letterpress.

The particulars of the separation of the ships and the premature return of Captain Furneaux are reported to the Admiralty by that officer from the Cape of Good Hope (p. 375). Shortly after parting company with the *Resolution*, in Cook Strait, a boat's crew from the *Adventure*, consisting of a master's mate, midshipman, quartermaster, and seven seamen, were attacked by the natives of Queen Charlotte Sound, New Zealand, and the whole of them massacred. The *Adventure* arrived at Spithead on the 14th July, 1774. Cook, however, after parting company with Furneaux, continued the exploration of the Southern Ocean until February of the following year, when, convinced that no southern continent existed in navigable waters, he steered for the Cape of Good Hope. His letter from that port to the Admiralty (p. 377) gives a brief account of his movements after the separation of the vessels. He has a word of praise for "the gentlemen whom Government thought proper to send out," and for his officers and crew, who had "gone through the dangers and fatigues of the voyage with the utmost constancy and cheerfulness." With a very sailor-like letter from Lieutenant Clerke to Mr. Banks (p. 381); an application by Cook for the post of Captain of the Greenwich Hospital (p. 382); and some correspondence with reference to an anonymous journal of the voyage, the papers relating to the Second Voyage close.

The following interesting letter from Cook to his old employer, Captain John Walker, of Whitby, written about three weeks after his return from the second voyage, and shortly after his appointment to Greenwich Hospital, is given by Locker in his *Memoirs of Naval Commanders*. As the original is not now in existence, the letter has not been included amongst the Records; the authority of Locker is, however, deemed sufficient to justify its being reprinted here:—

Dear Sir,

Mile End, August 19th, 1775.

As I have not now time to draw up an account of such occurrences of the voyage as I wish to communicate to you, I can only thank you for your obliging letters and kind enquiries after me during my absence. I must, however, tell you that the *Resolution* was found to answer on all occasions even beyond my expectations, and is so little

injured by the voyage that she will soon be sent out again. But I shall not command her ; my fate drives me from one extreme to another. A few months ago the whole of the Southern Hemisphere was hardly big enough for me, and now I am going to be confined within the limits of Greenwich Hospital, which are far too small for an active mind like mine. I must, however, confess it is a fine retreat and a pretty income, but whether I can bring myself to like ease and retirement time will show. Mrs. Cook joins with me in best respects to you and all your family ; and believe me to be, dear sir, your most affectionate friend and humble servant,

JAMES COOK.

He did not rest long in the enjoyment of the " fine retreat and pretty income " afforded by his sinecure position at the Greenwich hospital. Less than six months had elapsed after he entered upon his new duties, before we find him offering his services to the Government to command an expedition then being projected to search for a north-west passage. His offer was eagerly accepted.

The records of this voyage (pp. 388 to 432) are more complete, and, to the general reader, will be of perhaps greater interest than those of the first or second.

The conclusion of the Second Voyage had left little more to be done in the Southern Ocean. The geography of the Northern Hemisphere was, however, far from complete. Very little was known of the northern parts of North America ; but the theoretical geographers were quite as confident that there was a northern passage to the Pacific Ocean as they had been that there was a southern continent. To set this question finally at rest, the British Government, at the solicitation of the Earl of Sandwich, then First Lord of the Admiralty, decided to despatch two vessels to the Pacific Ocean with directions to make the best of their way back to England, either by a north-east course round America, or a north-west one round Asia.

The appointment of a leader remained to be settled. Cook's successes naturally pointed to him as the man ; but the lengthened services he had rendered, and the hardships he had endured during his voyage to the South Pacific Ocean—which could not be unknown to those intimately acquainted with him, but which he was too modest to refer to in the published account of his voyage—

were such that it was thought to be expecting too much to ask him to give up his comfortable and remunerative post at the Greenwich Hospital, and embark upon an expedition which promised to be even more arduous and trying than any he had yet undertaken. In this dilemma it was decided to seek Cook's advice, and to discuss with him the details of the expedition. He was accordingly invited to dine with the Earl of Sandwich, Sir Hugh Palliser, and Philip Stephens; and amongst other things the difficulty of finding a competent leader was pointed out to him. Twenty years, and more, of hard and continuous service had not impaired the wonderful energy and enthusiasm of Cook. He sprang to his feet and declared that if the Admiralty were willing to entrust him with the command, he was ready to relinquish his post at the Greenwich Hospital. It can be easily imagined how he would assure them, as he did his old friend, Captain Walker, that "an easy retirement" was less congenial to his disposition than "an active and perhaps dangerous voyage," and "that the limits of Greenwich Hospital were far too small for his active mind," for which but a few months before "the whole Southern Hemisphere was hardly big enough." Nor can there be any doubt as to the readiness with which the Earl of Sandwich would undertake to answer for the Ministry; the warmth with which Sir Hugh Palliser and Philip Stephens would congratulate him; and the enthusiasm with which these distinguished leaders of the British Navy would discuss the probabilities of success and lay down the plan of operations.

In accordance with the agreement arrived at, Cook immediately busied himself with preparations for the voyage; and did not, until some weeks afterwards, address his formal application to the Admiralty,* which he concluded by an expression of his expectation, that they would, on his return, either restore him to his appointment at the Hospital "or procure for me such other mark of the Royal favour as their Lordships, upon the review of my past services, shall think me deserving of."

A number of formal letters respecting the equipment of the expedition follow (pp. 385 to 397). It will be noticed that

* Post, p. 385.

many of them, in the early part of the year 1776, are addressed to Mr. George Jackson—after whom, it is presumed, Port Jackson was named.* He appears about this time to have assumed equal duties with Philip Stephens, probably to cope with the increased work of the Admiralty Office, caused by the war with the American Colonists, then at its height.

On pp. 390–3, will be found two letters from Cook to the President of the Royal Society—the one on the prevention and cure of scurvy; the other on the tides on the east coast of New Holland. For the former he was awarded the Copley gold medal by the Society. He refers to this in a private letter to Joseph Banks (p. 402), modestly remarking, “I am obliged to you and my other friends for this unmerited honor.”

Amongst the many proofs of the interest taken by Banks in all Cook’s movements, a private memorandum by the latter, printed on p. 396, is worthy of notice. The Mr. (afterwards Sir Nathaniel) Dance mentioned therein was at that time the leading portrait-painter of the day. The picture for which Cook sat, at the request of Banks, is still in existence; upon the death of Sir Joseph it was presented by his executors to the Greenwich Hospital. A heliotype copy of an engraving of the portrait is given as a frontispiece to this volume. Cook’s Secret Instructions are given on pp. 398 to 402. They are said to have been drawn up by Sir Hugh Palliser.

The last letter from Cook’s pen, prior to his departure from Plymouth, is a private one addressed to Banks. It is almost entirely confined to matters connected with the publication of Cook’s second voyage—that to the South Pacific Ocean. A facsimile of the original—which was found amongst the collection of Banks Papers purchased from Lord Brabourne—accompanies the letterpress. It is followed by an interesting series of private letters from Captain Clerke—the commander of the *Discovery*—to Banks; the originals of these letters are also amongst the collection above mentioned.

The Admiralty instructions to Lieutenant Young are given on pp. 407–8. Young was sent to examine the western shore of

* See Note 78, post, pp. 170–2.

Baffin's Bay in quest of a passage to the Pacific Ocean, and, if possible, to co-operate with Captain Cook. He returned after an absence of four months, without penetrating farther than Disco Island.

The letter of the 20th October, 1778, from Cook to the Admiralty, printed on p. 409, is of more than usual interest: it was written while the ships were lying in the harbour of Sam-ganoodha, and is the last, of which we have any knowledge, from Cook's pen. Nearly two years had elapsed from the date of his departure from the Cape of Good Hope, and no opportunity had offered of communicating with the Admiralty; consequently, this letter is little more than an abridged account of the work done in the interval. It is worthy of remark that Cook's speculations as to the predominance of land in the Arctic regions, have been largely verified by subsequent investigations. Following this letter is a digest of it, the original of which is in the handwriting of Banks, and forms a part of the collection of MSS. purchased by the Government from Lord Brabourne. It is evident that the Admiralty had afforded Banks an opportunity of perusing Cook's letter, and that he had jotted down its contents for future reference. A facsimile of the original accompanies the letterpress.

Following this abstract is a long letter from Captain Clerke, dated 8th June, 1779, from Kamtchatka, and conveying the intelligence of Cook's death. The letter contains little that has not already been made public, and does not call for any comment here. An abstract by Banks, similar to that given on p. 412, is appended to the letter.

In marked contrast with the lively letters from Captain Clerke, which appear in the earlier parts of the volume, is that written by him on his death-bed to his friend and patron, Joseph Banks (p. 425). Nothing could be more pathetic than the total self-abnegation which this letter disclosed, and the solicitude of the dying seaman for the future advancement of his comrades and *protégés*.

The papers which form the remainder of the collection need no comment. With one exception—the Order-in-Council for pensions to Cook's widow and sons—they are printed from the

Banks Papers, purchased from Lord Brabourne ; and relate to the latter part of the expedition and the massacre of Cook and death of Clerke.

In the library of the Admiralty Office, London, is a manuscript journal which purports to be the one kept by Lieutenant Cook, on the *Endeavour*. Unfortunately, only three short extracts have been received from England. They are facsimiles, and will be found reproduced in Appendix E. The handwriting, it will be noticed, is not Cook's. The journal is now being prepared for publication by the Hydrographer to the Admiralty. A journal resembling the above, but considerably abbreviated, and ending on the 23rd October, 1770, was purchased in London—at an auction sale of the library of Mr. F. W. Cosens—by Mr. John Corner, of London and Whitby, on the 25th July, 1890. It is alleged to be the copy sent home from Batavia by Cook, with his letter of the 23rd October, 1770 (p. 333). It has been ascertained that the handwriting is not Cook's ; and it is now very difficult to say whether it is an original or a copy. The date on which it ends is the same as that of the letter from Batavia. Both the expert attached to the London Record Office, and Mr. James Bonwick—who examined this journal prior to the sale—were averse to it being purchased by Government ; and it was allowed to pass into private hands.

Strict chronological order in the arrangement of the Records has been adhered to, except in the case of the logs, which have been grouped together at the commencement of the book, although of later date than some of the correspondence which follows them. This departure should not, however, give rise to any confusion.

Except in the cases of the officers' journals (pp. 177 to 288), the Records are an exact reprint of the originals. The quaint abbreviations, the eccentric spelling, and the obvious grammatical errors and inadvertencies of expression have been retained.

The illustrations in this volume are faithful reproductions of portraits and views of the period. The engraving of the hull of the *Endeavour* is from a pencil-sketch by Buchan, one of the artists who accompanied Cook. The original does not show either the spars or rigging.

The Appendices will, with the aid of the footnotes, sufficiently explain themselves. Much of the information they contain had been published before, but was inaccessible to the ordinary reader.

The facsimiles of entries in the log-books of the Endeavour, which form Appendix E, have been carefully traced from the originals in the British Museum, and reproduced by photo-lithography.

The maps and charts, which will be found in the accompanying volume, have been reproduced by photo-lithography from facsimiles of originals in the British Museum. These facsimiles have been carefully executed by experts under the direct personal supervision of Mr. James Bonwick. In comparing these charts with modern ones, it must be borne in mind that they were intended to represent the coast as it appeared from the deck of the Endeavour when coasting northward, sometimes as far as fifteen or twenty miles from the shore. Where this was the case, and also where considerable stretches of country were passed at night, accuracy of outline could not be expected.

F. M. BLADEN.

*Government Printing Office,
Sydney, 24th March, 1893.*

LIST OF THE PRINCIPAL ABBREVIATIONS USED IN COOK'S LOGS.

ab't.—about.
alt.—altitude.
amp.—amplitude compass.
az'th.—azimuth compass.
b't b'r.—best bower anchor.
Co.—compass.
dist.—distant.
Do. w'r.—ditto weather.
E. and E't.—East.
emp'd.—employed.
ex's and ext's—extremes.
f'm.—fathom.
g'd.—ground.
I'd.—Island.
k.—knot.
l's, l'gs.—leagues.
lar'd.—larboard.
lat'd ob'd.—latitude observed.
m'a.—miles.
ma'r.—master.
m'te.—mate.

m'n.—main.
N. & No.—North.
No'm't.—Northernmost.
p.—piece.
p'r w.—per watch.
p'r az'th.—per azimuth compass.
p'r amp'd.—per amplitude compass.
p't.—point.
S. & So.—South.
So. m't.—Southernmost.
sig'l.—signal.
s'm.—small.
s'ore.—shore.
sq'ly.—squally.
tk'd.—tacked.
var'n.—variation (magnetic).
w'r.—weather.
W. & W't.—West.
☉—the Sun.
☾—the Moon.
♃—Jupiter.

E X T R A C T
FROM THE
LOG-BOOK OF LIEUTENANT JAMES COOK,
IN THE
“ ENDEAVOUR,”
DURING PART OF HIS FIRST VOYAGE ROUND THE WORLD,
IN THE
HANDWRITING OF LIEUTENANT COOK.

BEING THE PORTION WHEREIN THE
DISCOVERY OF THE EASTERN COAST OF AUSTRALIA
IS RECORDED.

(BRITISH MUSEUM. ADDITIONAL MSS., No. 27,855.)

LIEUTENANT COOK'S PRIVATE LOG.
FRIDAY, 13TH APRIL, 1770.

EXTRACT
FROM
COOK'S PRIVATE LOG.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	6	S.W. b. S.	W. b. N.	Light airs, next to a calm, and clear pleasant weather.
2	1	6	..	..
3	1	6	..	..
4	1	6	..	..
5	1	6	S.S.W.	West.	Variation p'r as'tha., 12° 25' East.
6	1	3	Variation, 12° 29' E't.
7	1	..	..	..
8	1	..	..	..
9	1	..	..	..
10	1	..	..	..
11	1	..	..	..
12	1	..	..	..
1	1	3	..	..
2	1	3	..	..
3	1	..	..	..
4	1	..	..	..
5	1	..	..	..
6	1	..	..	..
7	1	..	..	..
8	1	..	..	..
9	1	..	W. b. S.	N.N.W.	Emp'd repairing the sails, boats, &c.
10	1	Lat'de obser'd, 39° 23' So.
11	1	..	..	..
12	1	..	W.S.W.	S.	

Course cor't, S 62° W. Dist'ce sail'd, 26 miles. Lat'de in, 39° 23'. Long'de in, 204° 2'.
Long'de made, 18° 4'.

1770
13 April.

1770
14 April.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SATURDAY, 14TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	..	5	W.S.W.	N.W.	Light airs, next to a calm.
2	..	5	Variation p'r amp'de, 11° 23" East.
3	..	5	..	..
4	..	5	..	..
5	..	4	..	..
6	..	4	..	..
7	..	5	..	..
8	..	5	..	..
9	Calm, ship's head to the westward.				
10					
11					
12					
1	1	..	W. b. S.	North.	Light airs and clear. Variation p'r az'th, 11° 30' E't.
7	1	The spritsail topsail being wore to raggs it was condemn'd as unfit for its proper use and taken to repair the topgall't sails, they being so bad as not to be worth the expence of new canvas, but with the help of this sail will be made to last some time: also look out of one of the ship's tents [50] yards of canvas to repair the jibb that was spilt on the 1st instant, there being neither new canvas nor twine in the ship to spare for that purpose. At noon, lat'de ob'd, 39° 25' S., but being cloudy the observation was a little doubtful.
8	1	..	..	..
9	1	4	..	..
10	1	5	..	..
11	1	2	..	..
12	1	6	..	..

Course cor't, So. 81° W't. Dist'ce sailed, 18 miles. Lat'de in, 39° 25'. Long'de in, 204° 19'. Long'd made, 18° 21'.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SUNDAY, 15TH APRIL, 1770.

COOK'S LOG—APPROACHING NEW HOLLAND.

5

1770
15 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	..	West.	N. b. E.	Light airs and cloudy weather.
2	1	2	..	..
3	1	3	..	..
4	1	4	..	..
5	1	6	..	..
6	1	6	..	..
7	2	..	..	..	Do. wea'r.
8	2	3	..	..
9	2	4	..	..
10	2	5	..	..
11	3	..	..	..	Moderate breezes and fair.
12	3	6	..	..
1	4	2	..	..
2	4	2	..	..
3	4	..	W. b. S.	N. b. W.	
4	4	..	W. b. S.	W.N.W.	
5	4	..	West.	..	
6	4	..	..	..	Fresh breezes and cloudy.
7	4	..	..	..
8	4	3	..	..
9	5	..	..	..
10	5	..	..	..	..
11	5	4	..	..	..
12	5	6	..	..	..

Course cor't, S. 86° 15' W't. Dist'ce sail'd, 70 miles. Lat'de in, 39° 30'. Long'de in, 206° 1'. Long'de made, 20° 02'.

Took the first reef in each topsail.
Saw some flying fish.
Lat'de observ'd, 39° 30' So.

1770
16 April

LIEUTENANT COOK'S PRIVATE LOG—continued.
MONDAY, 16TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	4	W. b. S.	N.W. b. N.	Fresh gales and cloudy weather.
2	5	6	..	..
3	5	6	..	..
4	5	6	..	..
5	4	..	..	..
6	4	..	..	N.N.W.	
7	4	5	..	..
8	4	4	..	..
9	4	4	..	..
10	4	..	..	..
11	4	3	..	..	Sounded 130 fathoms—no ground.
12	4	2	..	..	Do. do.
1	4	2	..	..	100 do.
2	4	4	..	..	80 do.
3	4	3	..	..
4	4	3	..	..
5	4	..	..	North.	
6	3	..	..	..
7	3	2	..	..
8	3	2	..	..
9	4	..	West.	..	
10	4	4	..	..
11	4	3	..	..
12	4	3	W. b. S.	N.W. b. N.	Fresh breeze and hazey wcaher. Lat'de obs'd, 39° 45' S.

Course cor't, 80. 82° W't. Dist'ce sail'd, 108 m's. Lat'd in, 39° 45'. Long'd in, 208° 19'. Long'd made, 22° 21'.

LIEUTENANT COOK'S PRIVATE LOG—continued.
 TUESDAY, 17TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	4	4	W.S.W.	N.W.	Fresh gales and hazy weather; took a reef in each tops'l.
2	4	...	S.S.W.	Var'ble.	
3	{ 1	...	N.W.	W.S.W.	Tack'd.
4	2	4	..	..
5	4	..	..	..	Fresh gales and heavy squalls. Close-reef'd the topsails and sounded, but had no ground with 120 fathom. Saw a small land bird.
6	3	..	..	..
7	3	..	N.W. b. N.	..	Wore.
8	3	..	S.	W. b. S.	
9	3	2	..	W.S.W.	
10	3	3	S. b. W.	W. b. S.	
11	3	4	..	..
12	3	2	..	..	Wore, fresh gales with squalls, attended with rain.
1	3	2	N.W. b. N.	..	Obs'ns of ye ☉ and ☾ made at 11 a.m. :—
2	3	..	N.N.W.	West	Time Dist'ce ☉ and ☾
3	3	..	..	..	p'r w. 11° 13' 35" 91° 55' 40"
4	3	2	..	..	Do. weather; wore ship 22' 13" 51' 33"
5	3	..	S. b. E.	Var'ble.	30' 2" 47' 20"
6	4	..	S.S.E.	S.W.	The result of the above observations gives 207° 36' West from the meridian of Greenwich.*
7	4	..	S.	W.S.W.	
8	3	..	..	..	Dark, cloudy, and hazy, unsettled weather, with a westerly sea.
9	..	..	..	..	Light air, next to a calm.
10	1	..	W. b. W.	S.W.	
11	1	..	N.W. b. N.	W. b. S.	Moderate breezes, and clear weat'er; out all reefs.
12	2	4	N.W.	W. S. W.	Lat'de ob'd, 39° 36' S.

Course cor't, No. 4° 30' West. Dist'ce sailed, 10 miles. Lat'de in, 39° 36'. Long'd in, 208° 20'. Long'd made, 22° 22'.
 * See Note 1, post, p. 159.

1770
 17 April.

1770
18 April.

LIEUTENANT COOK'S PRIVATE LOG—continued.

WEDNESDAY, 18TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	2	W.N.W.	S.W.	Squally, with rain.
2	4	5	W. b. N.	S.W. b. S.	Strong gales; close-reef'd the topsails, and handed the main and miz'n topsails, and got down topg't yards.
3	4	..	West.	South	Saw a Port Egmont hen.*
4	4	..	..	..	Hard gales and squalls, with rain; took in the mainsail and fore-topseil, and run under the for sail and miz'n.
5	4	..	..	..
6	4	..	..	..
7	2	6	..	..
8	2	4	..	..
9	3	2	..	..
10	3	..	..	S. b. W.	Do. wr. Sounded no ground with 120 fathom.
11	2	6	..	..	Do.
12	2	4	..	South	do.
1	3	..	..	S. b. E.	Do.
2	3	..	..	..	Set the mainsail saw a Pintado bird, and sever'l black sheer waters and albetross's.†
3	3	2	..	..
4	3	3	..	..
5	3	3	..	..
6	3	3	..	..
7	3	3	W. b. N.	S. b. W.	Set the fore-topseil close-reef'd.
8	3	3	..	..
9	3	4	W.N.W.	S.W. b. S.	Set the main topsail close-reef'd; saw two Port Egmont hena.
10	4	..	W. b. N.	S.S.W.	
11	4	2	..	..	Hard gales and cloudy, with a heavy sea from the S.S.W. Lat'de obs'd, 38° 45' S.
12	4	5	..	..

* See Note 2, post, p. 159.

† See Note 3, post, p. 159.

LIEUTENANT COOK'S PRIVATE LOG—continued.
THURSDAY, 19TH APRIL, 1770.

COOK'S LOG—"LAND AHEAD."

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	..	West	S. b. W.	Fresh gales and squally.
2	5	..	W. $\frac{1}{2}$ N.	S.S.W.	
3	6	..	..	..
4	6	Took in the topsails.
5	6	4	..	..
6	5	5	W. b. S.	S. b. W.	
7	2	4	..	S.S.W.	Squally, with showers of rain.
8	2	..	West.	..	
9	3	..	W. $\frac{1}{2}$ N.	..	
10	3	..	West.	..	Sounded no ground with 130 fathom of line.
11	3	..	..	..
12	3	..	..	..
1	1	..	W. b. N.	..	Fresh gales and fair; set the topsails.
2	3	..	..	..
3	3	..	..	..
4	3	Saw the land extending from N.E. to West.*
5	3	..	..	(Soundings) 80 f'm.
6	3	4	..	60	
7	4	5	..	Sandy bottom	Bore away N.E. for the eastern extremity of the land in sight, being distant from ye nearest shore 4 or 5 leagues.
8	4	2	..	..
9	5	2	N.E.	..	
10	4	..	N.E. b. E.	..	Out all reefs, and got topg't yards across; unbent the mainsail and main topsail to repair, and bent others. Fresh gales and cloudy squally weather, with small rain. The extremes of the land in sight extending from N.W. to E.N.E. A p't, with a hillick upon it, N. 20 E., † dist. 4 L. Lat'd ob'd, 37° 50' S.
11	4	..	..	..
12	4	3	..	..

Course cor't, N. 37° 30' W't. Dist'ce sailed, 69 miles. Lat'de in, 37° 30'. Long'd in, 210° 34' Long'd made from Cape Farewell, 24° 30' W't.
* See Note 4, post, p. 159. † See Note 5, post, p. 159.

1770
19 April.

LIEUTENANT COOK'S PRIVATE LOG.
FRIDAY, 18TH APRIL, 1770.

EXTRACT
FROM
COOK'S PRIVATE LOG.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	6	S.W. b. S.	W. b. N.	Light airs, next to a calm, and clear pleasant weather.
2	1	6	..	..
3	1	6	..	..
4	1	6	..	..
5	1	6	S.S.W.	West.	Variation p'r as'tha., 12° 25' East.
6	1	3	Variation, 12° 29' E't.
7	1	..	..	..
8	1	..	..	..
9	1	..	..	..
10	1	..	..	..
11	1	..	..	..
12	1	..	..	..
1	1	3	..	..
2	1	3	..	..
3	1	..	..	..
4	1	..	..	..
5	1	..	..	..
6	1	..	..	..
7	1	..	..	..
8	1	..	..	..
9	1	..	W. b. S.	N.N.W.	Emp'd repairing the sails, boats, &c.
10	1	Lat'de obser'd, 39° 23' So.
11	1	..	..	..
12	1	..	W.S.W.	S.	

Course cor't, S 62° W. Dist'ce sail'd, 26 miles. Lat'de in, 39° 23'. Long'de in, 204° 2'.
Long'de made, 18° 4'.

1770
13 April.

1770
14 April.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SATURDAY, 14TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	..	5	W.S.W.	N.W.	Light airs, next to a calm.
2	..	5	Variation p'r amp'de, 11° 28" East.
3	..	5	..	..
4	..	5	..	..
5	..	4	..	..
6	..	4	..	..
7	..	5	..	..
8	..	5	..	..
9	Calm, ship's head to the westward.				
10					
11					
12					
1	1	..	W. b. S.	North.	Light airs and clear. Variation p'r az'th, 11° 30' E't.
2	1	The spritsail topsail being wore to raggs it was condemn'd as unfit for its proper use and taken to repair the topgall't sails, they being so bad as not to be worth the expence of new canvas, but with the help of this sail will be made to last some time : also look out of one of the ship's tents [50] yards of canvas to repair the jibb that was split on the 1st instant, there being neither new canvas nor twine in the ship to spare for that purpose. At noon, lat'de ob'd, 39° 25' S., but being cloudy the observation was a little doubtful.
3	1	4	..	..
4	1	5	..	..
5	1	2	..	..
6	1	6	..	..
7	1	..	..	..
8	1	..	..	..
9	1	..	..	..
10	1	..	..	..
11	1	..	..	..
12	1	..	..	..

Course cor't, So. 81° W't. Dist'ce sailed, 13 miles. Lat'de in, 39° 25'. Long'de in, 204° 19'. Long'd made, 18° 21'.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SUNDAY, 15TH APRIL, 1770.

COOK'S LOG—APPROACHING NEW HOLLAND.

5

1770
15 April.

H.	K.	F.	Course.	Winds.	Remarks, &c.
1	1	.. 2	West.	N. b. E.	Light airs and cloudy weather.
2	1	3	..	..
3	1	4	..	..
4	1	6	..	..
5	1	6	..	..
6	1	..	..	..
7	2	2	..	..	Do. wea'r.
8	2	4	..	..
9	2	5	..	..
10	3	.. 6	..	..	Moderate breezes and fair.
11	3	..	..	..
12	3	2	..	..
1	4	2	..	..
2	4	2	..	..
3	4	..	W. b. S.	N. b. W.	
4	4	..	W. b. S.	W.N.W.	
5	4	..	West.	..	
6	4	..	..	..	Fresh breezes and cloudy.
7	4	..	..	..
8	4	.. 3	..	..
9	5	..	..	..
10	5	..	..	..	Take the first reef in each topsail.
11	5	.. 4	..	..	Saw some flying fish.
12	5	6	..	..	Lat'de observ'd, 39° 30' So.

Course cor't, S. 86° 15' W't. Dist'ce sail'd, 79 miles. Lat'de in, 39° 30'. Long'de in, 206° 1'. Long'de made, 20° 02'.

1770
16 April

LIEUTENANT COOK'S PRIVATE LOG—continued.
MONDAY, 16TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	4	W. b. S.	N.W. b. N.	Fresh gales and cloudy weather.
2	5	6	..	..
3	5	6	..	..
4	5	6	..	..
5	4	..	..	..
6	4	..	..	N.N.W.	
7	4	5	..	..
8	4	4	..	..
9	4	4	..	..
10	4	..	..	..
11	4	3	..	..	Sounded 130 fathoms—no ground.
12	4	2	..	..	Do. do.
1	4	2	..	..	100 do.
2	4	4	..	..	80 do.
3	4	3	..	..
4	4	3	..	..
5	4	..	..	North.	
6	3	..	..	..
7	3	2	..	..
8	3	2	..	..
9	4	..	West.	..	
10	4	4	..	..
11	4	8	..	N.W. b. N.	Fresh breeze and hazy weather. Lat'de obs'd, 39° 45' S.
12	4	8	W. b. S.	..	

Course cor't, So. 82° W't. Dist'ce sail'd, 103 m's. Lat'd in, 39° 45'. Long'd in, 208° 19'. Long'd made, 22° 21'.

LIEUTENANT COOK'S PRIVATE LOG—continued.
TUESDAY, 17TH APRIL, 1770.

COOK'S LOG—APPROACHING NEW HOLLAND.

7

1770
17 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	4	4	W.S.W.	N.W.	Fresh gales and hazy weather; took a reef in each tops'l.
2	4	..	S.S.W.	Var'ble.	
3	{ 1	..	N.W.	W.S.W.	Tack'd.
4	2	4	..	..
5	4	..	..	..	Fresh gales and heavy squalls. Close-reef'd the topsails and sounded, but had no ground with 120 fathom. Saw a small land bird.
6	3	..	..	..
7	3	..	N.W. b. N.	W. b. S.	Wore.
8	3	2	S.	W.S.W.	
9	3	3	..	W. h. S.	
10	3	4	S. b. W.	..	
11	3	2	..	..	Wore, fresh gales with squalls, attended with rain.
12	3	2	N.W. b. N.	..	
1	3	..	N.N.W.	West	Obs'ns of ye ☉ and ☾ made at 11 a.m. :—
2	3	..	..	..	Time Distance ☉ and ☾
3	3	..	..	..	p'r w. 11° 13' 35" 91° 55' 40"
4	3	2	S. b. E.	Var'ble.	Do. weather; wore ship 22' 13" 51' 33"
5	3	..	S.S.E.	S.W.	30' 2" 47' 20"
6	4	..	..	..	The result of the above observations gives 207° 36' West from the meridian of Greenwich.*
7	4	..	S.	W.S.W.	
8	3	..	..	..	Dark, cloudy, and hazy, unsettled weather, with a westerly sea.
9	..	..	..	..	Light air, next to a calm.
10	1	..	W. b. W.	S.W.	
11	1	..	N.W. b. N.	W. b. S.	Moderate breezes, and clear weather; out all reefs.
12	2	4	N.W.	W. S. W.	Lat'de ob'd, 39° 36' S.

Course cor't, No. 4° 30' West. Dist'ce sailed, 10 miles. Lat'de in, 39° 36'. Long'd in, 208° 20'. Long'd made, 22° 22'.
* See Note 1, post, p. 150.

1770

18 April

LIEUTENANT COOK'S PRIVATE LOG—continued.

WEDNESDAY, 18TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	2	W.N.W.	S.W.	Squally, with rain.
2	4	5	W. b. N.	S.W. b. S.	Strong gales; close-reef'd the topsails, and handed the main and miz'n topsails, and got down topg't yards.
3	4	..	West.	South	Saw a Port Egmont hen.*
4	4	..	..	..	Hard gales and squalls, with rain; took in the mainsail and fore-topseil, and run under the for sail and miz'n.
5	4	..	..	..
6	4	..	..	..
7	2	6	..	..
8	2	4	..	..
9	3	2	..	..
10	3	..	..	..
11	2	6	..	S. b. W.	Do. wr. Sounded no ground with 120 fathom.
12	2	4	..	..	Do.
1	3	..	..	South	do.
2	3	..	..	S. b. E.	Do.
3	3	..	..	..	Set the mainsail saw a Pintado bird, and sever'l black sheer waters and albetross's.†
4	3	2	..	..
5	3	3	..	..
6	3	3	..	..
7	3	3	W. b. N.	S. b. W.	Set the fore-topseil close-reef'd.
8	3	3	..	S.W. b. S.	Set the main topseil close-reef'd; saw two Port Egmont hens.
9	3	4	W.N.W.	S.S.W.	
10	4	..	W. b. N.	..	
11	4	2	..	..
12	4	5	..	..	Hard gales and cloudy, with a heavy sea from the S.S.W. Lat'de obs'd, 33° 45' S.

* See Note 2, post, p. 159.

† See Note 3, post, p. 159.

LIEUTENANT COOK'S PRIVATE LOG—continued.
THURSDAY, 19TH APRIL, 1770.

COOK'S LOG—"LAND AHEAD."

9

1770
19 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	..	West	S. b. W.	Fresh gales and squally.
2	5	..	W. $\frac{1}{2}$ N.	S.S.W.	
3	6	..	..	..
4	6	..	..	..
5	6	..	..	..
6	5	4	W. b. S.	S. b. W.	Took in the topsails.
7	2	5	..	..
8	2	4	W. b. S.	S. b. W.	
9	3	..	West	S.S.W.	
10	3	..	W. $\frac{1}{2}$ N.	..	
11	3	..	West	..	
12	3	..	..	..	Squally, with showers of rain.
1	1	..	W. b. N.	..	Sounded no ground with 130 fathom of line.
2	3	..	..	..
3	3	..	..	..
4	3	..	..	..
5	3	..	..	..	Fresh gales and fair; set the topsails.
6	3	4	..	(Soundings) 80 f'm.	Saw the land extending from N.E. to West.*
7	4	5	..	..	Bore away N.E. for the eastern extremity of the land in sight, being distant from ye nearest shore 4 or 5 leagues.
8	4	2	..	60 Sandy bottom	Out all reefs, and got topg't yards across; unbent the mainsail and main topsail to repair, and bent others.
9	5	2	N.E.	..	Fresh gales and cloudy squally weather, with small rain. The extremes of the land in sight extending from N.W. to E.N.E. A p't, with a hillick upon it, N. 20 E.,† dist. 4 L. Lat'd ob'd, 37° 50' S.
10	4	..	N.E. b. E.	..	
11	4	..	..	..
12	4	3	..	..

Course cor't, N. 37° 30' W't. Dist'ce sailed, 69 miles. Lat'de in, 37° 30'. Long'd in, 210° 34' Long'd made from Cape Farewell, 24° 30' W't.
* See Note 4, post, p. 159. † See Note 5, post, p. 159.

1770
20 April

LIEUTENANT COOK'S PRIVATE LOG—continued.
FRIDAY, 20TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	..	E. b. N.	S. W.	Fresh gales and cloudy, with squalls attended with show'rs of rain.
2	6	..	N.N.E.	W.S.W.	
3	5	3	..	..
4	6	2	..	..
5	5	..	..	..
6	5	..	..	..
7	up S. b. W.	off S.S.E.	Squally weather with rain; the northernmost land in sight bore N. b. E. $\frac{1}{2}$ E., and a small is'd, lying close under the shore, bore W. b. N., distant 2 leagues.* Shorten'd sails, brought too, and sound in 56 fathom a fine sandy bottom.
8	..	..	..	..
9	..	..	..	..
10	..	..	..	..
11	..	..	..	..
12	..	..	up N.W. b. W.	off N.N.W.
1	up W. b. W.	off N.W.	68 f'm. Made sail along shore, having a fresh breeze and clear w'r. The northernmost land in sight N. b. W. Variation p'r az'th, 10° 40' East. Coopers emp'd making buoys, and sailmakers in repairing the sails.
2	..	..	..	..
3	..	..	..	..
4	..	..	..	..
5	4	1	N.N.W.	S.W.	
6	5	2	..	..
7	5	6	A gentle breeze and clear weather, with a large hollow swell from the S.E. Latitude obser'd, 36° 51' S. The land extending from S. b. W. $\frac{1}{2}$ W. to North; distance off shore, 3 leagues.
8	6	..	N.W. b. N.	S.W. b. S.	
9	6	3	..	..
10	6	..	N.N.W.	..	
11	5	4	..	..
12	4	2	N.W. $\frac{1}{2}$ W.	South	

Lat'de In, 36° 51'. Long'de In, 210° 1'.
* See Note 6, post, p. 160.

LIEUTENANT COOK'S PRIVATE LOG---continued.
SATURDAY, 21ST APRIL, 1770.

COOK'S LOG—MOUNT DROMEDARY.

1770
21 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	4	N. b. E.	South.	Gentle breezes and serene weather, with a large swell from the S.E. b. S. Saw the smোক of fire in sever'l places upon the land, a sure sign of its being inhabit'd.
2	3	5	..	..
3	3	6	..	..
4	3	2	North.	..	
5	3	4	..	..
6	3	4	..	..
7	2	4	N.N.E.	..	Variation p'r az'th, 10° 42' E't.
8	1	7	Shorten'd sail ; the northernmost land in sight bore N. b. E. ½ E.
9	2	2	Sounded 44 fathoms ; fine brown sand ; 3 leagues from ye shore.
10	3	Sounded 55 f'ms. ; coarse brown sand.
11	3	4	Sounded 70 f'ms.
12	4	Brought too, and sounded 90 f'ms. ; a high mountain, W.N.W.
1	}	..	up E.S.E.	off E.	Sounded 65 f'ms ; made sail, being distant, from ye shore 5 leagues.
2		..	..	..
3	}	..	up S.E.	off E.S.E.	The above mountain West, which on acco't of its figure is call'd C. Dromedary. Saw a peaked hill bearing N. 10° E't* ; fresh breeze and fair.
4		..	..	..
5	3	..	N.N.E.	S.S.W.	Clear weath'r ; the extremes of the land from N. 12° E't to S't 30° W't ; distant from ye nearest shore 3 or 4 le'g's ; lat'd ob'd, 35° 50' S.
6	4	5	..	..
7	6	..	N.N.W.	..	
8	6	..	..	..
9	6	..	..	..
10	5	..	..	..
11	4	..	N. b. W.	South.	
12	6	..	..	..

Lat'de in, 30° 30'. Long'de in, 209° 33'.
* See Note 7, post, p. 160.

1770
22 April.

LIEUTENANT COOK'S PRIVATE LOG—continued.

SUNDAY, 22ND APRIL, 1770.

H.	E.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	3	5	North.	South.	Fathoms.	Modern Saw a Saw a
2	4	..	..	..	..	it weather.
3	4	6	N. b. E.	..	..	to ye shore, West 2 lo'g'a. ^a
4	4	3	N. b. E. 1/4 E.	..	..	A point, call'd Point Upright on account of its upright or perpendicular cliffs, bore due West, dist. 2 leagues.]
5	4	4	..	..	..	At 6 shorten'd sail and rounded.
6	4	4	E. N. E.	..	..	..
7	2	..	..	..	31	..
8	2	..	..	..	Sandy.	..
9	1	4	E.	S. b. E.	33	..
10	1	2	..	..	68	..
11	1	..	E. b. S.	..	70	..
12	1	..	..	..	..	Saw a fire ashore. Bro't too.
13	..	..	up S. b. E.	off S. E.	..	Little wind, with some rain.
14	..	..	up West	off N. W. b. W.	73	Made sail in for the land.
15	..	..	W. N. W.	S. W. b. S.	..	Point Upright West, distant 2 leagues, and the northernmost land in sight bore N. E. b. N.
16	2	2	..	..	..	Variation, 9° 50' E.
17	2	2	N. b. W.	..	..	..
18	1	2	N. E.	..	..	..
19	1	..	..	..	..	..
20	1	4	N. N. E.	S. S. W.	..	..
21	1	4	..	..	50	..
22	1	4	..	..	..	..

Long'de in, 200° 23'.

Lat'de in, 35° 27'.

Dist'ce sail'd, 25 miles.

Course cor'd, N 10° 30' E.

† See Note 9, post, p. 160.

° See Note 8, post, p. 160.

Dromedary S. W., dist't — leagues, the northern-
E. ; Pt Upright S. W. b. W., and a small low
er the shore, off which lay some sunken rocks,
3 leagues.† Lat'd ob'd, 35° 27'. In this situa-

Saw several

At noon

LIEUTENANT COOK'S PRIVATE LOG—continued.
MONDAY, 23RD APRIL, 1770.

COOK'S LOG—BATEMAN'S BAY.

13

1770
23 April.

H.	E.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N.N.E.	East.	Fathoms.	Light airs and cloudy weather.
2	1	..	..	..	..
3	1	..	..	..	..
4	1	..	..	..	..
5	..	4	N.N.W.	N.E.	..	Tack'd.
6	..	4	S.E.	E.N.E.	..	
7	..	6	E.S.E.	..	..
8	..	6	..	N.E.	74	Clear weather.
9	1	5	E. b. S.	N.E. b. N.	56	
10	2	..	E.N.E.	North.	82	
11	2	..	..	..	..
12	2	..	..	..	..
1	2	8	N.E.	N.N.W.	..	
2	2	4	..	..	..
3	3	..	E.N.E.	North.	..	
4	3	..	N.E. b. E.	N. b. W.	..	
5	3	..	W.N.W.	N.	..	
6	3	..	..	..	..
7	2	4	..	..	..	Tack'd; distance off shore, 6 or 7 leag's.
8	2	2	..	..	..
9	1	3	N.N.E.	..	74	Clear serene weather; lat'de obs'd, 35° 38' S.; Mount Dromedary S. 37° West, distant
10	1	..	..	..	..	— leagues,* and the Pigeon House N. 40° West.
11	1	..	..	..	..
12	1	..	..	..	..

Lat'de in, 35° 33'. Long'de in, 208° 29'.
* See Note 10, post, p. 160.

1770
24 April

LIEUTENANT COOK'S PRIVATE LOG--continued.
TUESDAY, 24TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	} 3	Fathoms.	Clear weather.
2		..	..	..	..
3		..	..	..	..
4	1	..	North.	S.E.	..	Mount Dromedary So. 30° West, the Pigeon House N. 40° West, and the northernmost land in sight N. 19° East* ; light airs and clear.
5	..	4	West.	N.N.W.	..	
6	..	4	..	..	..
7	1	..	N.E.	..	70	Do. we'r.
8	1	..	..	..	..
9	1	4	..	..	..
10	1	4	Variation p'r az'th, 7° 54' ; p'r amp'd, 7° 41' E't. Gentle breeze and clear.
11	1	4	..	..	..
12	1	4	..	..	..
1	1	..	N.N.E.	W.N.W.	..	3 past 8 ; Pigeon House due West.
2	1	4	..	..	..
3	2	..	..	..	..
4	2	..	North.	..	110	At noon, fresh breeze and clear weather ; Pigeon House S't 75° West ; distant off shore, 6 leagues ; latitude obser'd, 35° 10' S't.
5	2	..	..	..	..
6	2	..	..	..	..
7	3	..	N. b. E.	N.W. b. W.	..	
8	3	6	..	..	..
9	4	4	..	..	..
10	4	4	N.N.E.	N.W.	..	
11	4	..	..	..	..
12	4	4	N E. b. N.	N.W. b. N.	..	

Course correct, N. 39° 45' E. Dist'ce sail'd, 36 m. Lat'de in, 35° 10'. Long'de n, 209° 1'.
* See Note 11, post, p. 100.

LIEUTENANT COOK'S PRIVATE LOG - continued.
WEDNESDAY, 25TH APRIL, 1770.

COOK'S LOG—CAPE ST. GEORGE.

15

1770
25 April.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	4	W.S.W.	N.W.	Fathoms.	Gentle breezes and fair weather.
2	3	4	"	W.S.W.	..	Tack'd.
3	3	0	South.	West.	..	
4	4	..	N.N.W.	W.N.W.	..	
5	4	2	North.	..	86	Varia'n p'r az'th, 9° 15 East.
6	4	..	N. $\frac{1}{2}$ E.	..		Extremes of the land from N. b. W. to S.W., the Pigeon-house S.S.W.* Distance off shore, 5 or 6 leag's.
7	3	..	N.N.W.	West.	..	
8	3	..	N.W.	W.S.W.	120	Very squally. Close-roef'd the topsails and brought too.
9	..	..	up N.W. b. W.	off N.N.W.	..	
10	..	..	up West	off N.W. b. W.	110	
11	..	..	up W.N.W.	off N.W. b. N.	..	
12	..	..	..	..	100	Fresh gales and clear weather.
1	..	..	up N.W. b. W.	off N.W.	..	
2	..	..	..	off S.E. b. E.	90	Wore.
3	..	..	up S.E. b. S.	S.S.W.	..	Made sail under the topsails.
4	3	3	North.	..	..
5	3	2	N. b. W.	S.W	..	Loos'd the reefs out of the topsails and made a'il sail.
6	3	3	..	..	..
7	4	5	..	..	..	Variation pr. { Ap'de, 9° 36' } Mean, 9° 21' East.
8	4	4	..	..	..
9	3	6	..	..	..
10	3	3	..	S.S.W.	..	
11	3	0	..	..	..
12	2	..	N.N.E.	..	..	Little wind and clear weather. Lat'de obs'd, 34° 22' So., being about 4 leagues from ye land, which extended from N. 17° East to S. 25° W. Several amoaks seen along shore in the course of this day's sail.

Course cor't, N. 11° 30' E. Dist'ce sail'd, 49 m. Lat'de in, 34° 22' So. Long'de in, 208° 49' West.
* See Note 12, post, p. 160.

1770

26 April

LIEUTENANT COOK'S PRIVATE LOG—continued.
THURSDAY, 26TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	3	N.E. b. N.	N.W. b. N.	Fathoms.	Light airs and fair.
2	1	3	..	..	..
3	1	4	..	..	54	
4	1	3	..	..	..	Variation p'r as'ths, 8° 48' East.
5	1	..	..	..	..
6	5	..	..	..	48	
7		..	..	..	42	
8		..	..	..	38	Clear weather. Saw some fires ashore.
9		..	..	..	42	
10		..	..	..	..
11	1	..	East.	S.W.	..	
12		4	N.E. b. N.	..	..
1		4	..	West.	..	
2		4	..	..	..
3		4	..	..	..
4	3	4	N.N.E.	W. b. N.	..	Exercised the people at small arms
5		4	N. b. E.	..	..	Sailmakers emp'd repairing the sails.
6		4	..	..	..
7		..	N.N.E.	N.W.	..	At noon, light airs and clear pleasant we'r.
8		..	..	Var'ble.	..	Extremes of the land from So. 87° West to N. ½ E. Distance off shore, 5 leagues.
9	1	..	..	..	..	Lat'de ob'd, 34° 10' S.
10	1	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..

Course cor't, N. 51° E. Dist'ce sail'd, 19 miles. Lat'de in, 34° 10'. Long'de in, 209° 31' W.

LIEUTENANT COOK'S PRIVATE LOG—continued.
FRIDAY, 27TH APRIL, 1770.

COOK'S LOG—COAL CLIFF.

1770
27 April.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	4	E. b. S.	N.E. b. N.	Fathoms. 76	Little wind and clear weather.
2	1	6	..	..	..	Tack'd.
3 {	1	..	N.W. b. N.	..	..
4	1	2	N.W. 1/4 N.	..	..
5	2	..	..	..	..
6	2	..	..	..	54	Tack'd. Ex'tremes of the land from N. 25° E. to So. 27 West. Distant from ye shore, 4 or 5 miles.
7	2	..	E.S.E. 1/4 E.	N.E. b. N.	..	
8	2	..	..	..	..
9	2	..	E. b. S.	..	..
10	2	..	..	..	..
11	2	..	East.	N.N.E.	..	Tack'd.
12	2	..	..	..	..
1	1	..	W.N.W.	North.	..	
2	1	6	S.W. b. W.	N.W. b. W.	..	
3	2	4	W. b. S.	N.W. b. N.	..	
4	3	..	..	..	..
5	2	3	N.N.E.	N.W.	..	Tack'd.
6 {	2	3	N.E. b. N.	..	..
7	1	..	W.S.W.	..	..	Tack'd.
8	1	4	..	..	..
9	2	6	..	..	..
10	2	7	S.W. b. W.	..	..	Little wind and clear weather. Extremes of the land from S. 19° 30' W. to N. 29°
11	2	..	W. b. S.	Var'ble.	..	East. Red Point, So. 27° West. Dist., 9 miles. Dist'ce off shore, 4 or 5 ms. Lat'd
12	2	2	W.S.W.	N.W.	..	ob'd, 84° 21'.

Lat'de in, 34° 21'. Long'de in, 208° 54' West.

1770
23 April

LIEUTENANT COOK'S PRIVATE LOG—continued.

SATURDAY, 28TH APRIL, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1 {	1 1	4 6	W.N.W. E.S.E.	North. N.E.	Fathoms. 14 ..	Tk'd. Gentle breezes and clear wea'r. Tk'd and hoisted out the pinnace and yawl, but was obliged to hoist in the pinnace again to stop her leaks. After this I went in shore with the yawl in order to land, but this I was not able to effect on account of the surf, and therefore return'd again to the ship.*
2 {	1 1 1	.. 2 2 4	N.W. b. N. E. $\frac{1}{2}$ S. N.W. $\frac{1}{2}$ N.	N.E. b. N. .. ..	.. 17 11	Tk'd.
3 {	1 1 1	.. 5	East. N.E. East.	W.S.W. .. ..	.. 27 32	Tk'd.
4	1	4	N.E.	.. ..	.. ..	Little wind and clear wea'r.
5	1	4	N.N.E.	N.W. West.	.. ..	Saw several fires along shore.
6	2	2	N. b. W. N. b. E.	S.W. Var'ble.	61 58	Discover'd a bay, which we ply'd up for.
7	3	6	N.E. b. N. N. b. E.	W.N.W. W. b. N.	.. 33	Tk'd.
8	2	4	N. b. W. N.N.W.	West. W. b. S.	32 54	Hoist'd out the pinnace, and sent the master to sound the entrance.
9	3	5	S.S.W. $\frac{1}{2}$ N. S. b. W. $\frac{1}{2}$ W.	.. S.W. b. W.	.. ..	Working to windward up to the bay, the entrance of which bore N.N.W. Distance, 1 mile.
10	3	..	N.W. b. W.	.. ..	.. ..
11	3	..	.. ..	.. ..	.. ..
12	2	..	.. ..	.. ..	.. ..

* See Note 13, post, p. 161.

LIEUTENANT COOK'S PRIVATE LOG *continued.*
 SUNDAY, 29TH APRIL, TO SATURDAY, 5TH MAY, 1770.

Day and Month.	Winds.	Remarks, &c.
1770. Sunday, Apr 29	....	Gentle breezes and settled weather. At 3 p.m. anchor'd in 7 fathom water in a place which I call'd Sting-Ray Harbour.* The south point bore S. E., and the north point east, distant from the south shore 1 mile. We saw several of the natives
Monday, Apr 30	....	anip between wind and water.
Tues., May 1	....	Moderate breezes and fair weather. Emp'd getting acquainted with the country, &c.
Wedn'dy, May 2	..	Light airs, and calm and serene weather. Emp'd fishing.
Thur., May 3	S. E.	Light breezes and pleasant weather. In the a.m. the ship return'd from fishing, having caught sufficient to serve 5
Frid., May 4	Calm N. E.	pounds a man to all hands. In the a.m., as the wind would not permit us to sail, sent a boat up the harbour a fishing.
Sat., May 5	Calm North and N. W.	

* See Note 14, post, p. 161.

1770
 29 April to
 5 May.

1770
6 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SUNDAY, 8TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	Calm.	Pleasant weather. People emp'd wooding. The yawl return'd from fishing, having caught two sting rays, whose weight was near 600 lbs. The great quantity of these sort of fish found in this place occasioned my giving it the name of Sting rays harbour.*
2	
3	East'y.	
4	
5	
6	
7	Light airs and fair wea'r.
8	
9	
10	
11	
12	Westerly.	
1	Weigh'd and put to sea. Made sail to the northward, the two heads of the harbour in one W. ‡ N. †; dist't from ye nearest, 2 miles.
2	N.W.	
3	
4	
5	
6	
7	At noon, the extr's of the land from N. 13° E't to So. 28° West; distance off the nearest shore, 2 or 3 miles; lat'de ob'd, 33° 50' So.
8	
9	2	4	N. b. E. ‡ E.	West.	
10	2	4	North.	S.W.	
11	2	4	N. b. E.	..	
12	2	4	..	S.S.W.	

* See Note 14, post, p. 161.

† See Note 15, post, p. 162.

LIEUTENANT COOK'S PRIVATE LOG—continued.
MONDAY, 7TH MAY, 1770.

COOK'S LOG—BROKEN BAY.

1770
7 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	..	N. b. E. ½ E.	S.S.W.	Fathoms. ..	Little wind and clear weather.
2	2	..	..	..	..	Variation p'r the mean of sever'l az'ths, 8° E't.
3	1	6	..	..	..
4	1	5	..	..	..	At ½ past 5 the northernmost land in sight bore N. 26° E't, and some broken land like
5	1	6	..	..	..	a bay N. 40 W.; distant from the nearest shore, 2 or 3 leagues.*
6	1	6	..	..	..
7	1	5	..	..	..
8	1	5	..	..	..
9	1	5	..	..	32	
10	1	3	..	..	33	Do. wea'r.
11	1	4	..	..	..
12	1	4	..	..	..
1	1	4	..	W.N.W.	34	
2	1	6	N. b. E.	S. W. b. S.	36	
3	2	..	..	..	..	Variation by the mean of several az'ths taken with 4 needles belonging to the az'th
4	2	..	..	..	..	compass, 7° 56' E't.
5	2	..	..	..	..
6	2	..	..	..	..
7	1	6	..	..	..
8	1	5	..	..	..
9	3	..	..	..	..	At noon the northernmost land in sight, N. 19° E. ; distant from the shore, leagues
10	3	..	..	..	..	lat'de obser'd, 33° 20'.
11	3	..	..	..	..
12	3	..	..	..	..

Lat'de in, 33° 22'.
* See Note 16, post, p. 162.

1770
8 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
TUESDAY, 8TH MAY, 1770.

H.	E.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	} H } S	..	..	..	Fathoms.	Clear weather. Saw some smooks upon the shore.
2		..	..	..	..	Light airs.
3	1	..	E.S.E.	N.E.	..	T'k'd
4	1	..	E. b. S.	N.E. b. N.	28	Variation p'r az'ths, 8° 25' East; about 2 or 3 miles from the shore.
5	1	..	N.W. b. N.	..	..	T'k'd
6	1	5	East.	N.N.E.	..	Lost the deep-sea lead and line.
7	1	6	..	..	..	Tacked.
8	2	..	E. b. S.	N.E. b. N.	56	..
9	2	..	..	..	..	..
10	2	4	East.	N.N.E.	..	..
11	3	4	..	..	..	..
12	3	6	..	..	..	..
1	3	2	N.W. b. W.	N. b. E.	..	..
2	2	6	W. b. N.	N. b. W.	..	..
3	2	4	N.W. ¼ W.	N.N.E.	..	..
4	2	4	..	..	..	..
5	2	4	N.W.	..	..	..
6	3	..	North.	Var'ble.	..	..
7	1	..	..	S.W.	..	..
8	1	4	N. ¼ E.	..	..	..
9	1	4	N. b. E.	..	..	..
10	1	4	N.N.E.	Var'ble.	..	..
11	1	2	..	..	29	Light airs and cloudy, the extremes of the land from S. 35° West to N. 19° East; distance off shore, 6 miles; lat'de ob'd, 33° 24' S.
12	1	..	..	..	..	..

COOK'S LOG—CAPE THREE POINTS.

23

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 9TH MAY, 1770.

H.	K.	F.	Course.	Winds.	Soundings.	Remarks.
1	1	..	..	..	Fathoms.	Fair weather.
2	2	4	East.	N. b. E.	..	Light air.
3	3	4	E. b. N.	..	..	Extremes of the land at N.N.E. and S.W. b. S.
4	4	..	East.	N.N.E.	..	
5	5	4	E. b. S.	N.E. b. N.	70	Fresh breeze and clear weather; distant off the shore, 5 or 6 leagues.
6	6	5	East.	N.N.E.	..	
7	7	5	E. b. S.	N.E. b. N.	..	
8	8	4	East.	N.N.E.	..	
9	9	3	..	..	No ground at 150.	Tack'd; distance off shore, 10 or 11 leagues.
10	10	3	N.W. b. W.	N. b. E.	..	
11	11	3	W.N.W.	North.	..	
12	12	3	N.W.	N.N.E.	90	Distance off shore, 6 leagues.
1	1	3	W.N.W.	Varble.	..	
2	2	3	West.	N.N.W.	..	
3	3	3	W.S.W.	N.W.	..	
4	4	3	E. b. N.	Varble.	..	
5	5	3	..	N. b. E.	..	
6	6	3	E.N.E.	North.	..	
7	7	3	E. b. N.	N. b. E.	..	
8	8	3	..	..	..	ing boat, sailmakers in repairing the sails, and scoping.
9	9	3	..	..	..	shore, 5 leagues.
10	10	3	..	..	..
11	11	3	..	..	..
12	12	3	..	..	..

1770
9 May.

1770
10 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
THURSDAY, 10TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	5	N.W.	N.N.E.	Fathoms.	Moderate breezes and clear weather.
2	3	6	.	..	..
3	3	4	N.W. } N.	N.E. } b. N.	..	
4	2	..	East	N.N.E.	23	Tack'd, being on the north part of and distant from the shore 1 mile.
5	1	..	E.N.E.	North	..	
6	1	..	N.E. } b. E.	N. } b. W.	..	
7	1	..	..	..	..
8	2	6	..	..	..
9	2	5	N.E.	N.N.W.	..	Do. w'r.
10	2	6	..	..	..
11	2	3	N.E. } b. N.	N.W. } b. N.	..	
12	2	6	N.N.E.	N.W.	..	
1	3	2	N. b. W. } W.	Westerly	..	
2	4	..	N.N.W.	W. } b. N.	..	
3	3	6	N. b. W.	..	..
4	3	6	N.N.W.	W. } b. S.	..	
5	4	..	..	..	..	Out all reefs and made sail. The northermost land in sight N. 30° East. Var'n p'r amp'de, 8° East.
6	4	..	..	..	..
7	4	..	N. b. E. } E.	S.W. } b. W.	..	
8	5	..	N.N.E.	..	..
9	3	4	..	..	..
10	3	6	..	..	..
11	3	2	N.E.	S.W.	..	Gentle breezes and clear weather. The extremes of the land from N. 41 E't to S. 41 West; a small clump of an island lying close in shore S. 82° West*; dist. off shore, about 2 leagues. Latitude ob'd, 32° 53'.
12	3					

Course cor't, N. 21° E. Dist'ce sail'd, 47 miles. Lat'de in, 32° 53'. Long'd in, 207° 10'.
* See Note 17, post, p. 162.

LIEUTENANT COOK'S PRIVATE LOG—continued.
FRIDAY, 11TH MAY, 1770.

COOK'S LOG—PORT STEPHENS.

1770
11 May

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	6	N.E.	S.W. b. S.	Fathoms.	A gentle breeze and pleasant weather.
2	3	3	N.E. $\frac{1}{2}$ E.	..	..
3	4	..	..	..	33	
4	4	2	..	..	..	Past a low point, to the northward of which is an inlet into the land, before which lay
5	4	4	..	..	27	three small islands.* At $\frac{1}{2}$ -past the northernmost land in sight bore N. 86°
6	4	4	..	..	..	West, † being distant from the shore 2 or 3 miles. Shorten'd sail
7	2	5	..	..	48	
8	2	..	..	Var'ble	48	
9	1	4	..	N.W.	..	
10	2	..	..	..	..
11	2	..	N.N.E.	W.N.W.	..	
12	2	..	..	..	62	Clear weather.
1	2	..	..	..	60	
2	2	..	..	..	58	
3	2	5	N. b. E.	W.S.W.	58	Made all sail.
4	3	..	N. $\frac{1}{2}$ E.	..	57	Variation p'r az'th and amp'de, 9° 10' East, the extr's of the land from N. $\frac{3}{4}$ E. to S.
5	4	..	North	..	..	66° W. ; at 8, a high point of land making in 2 hills bore West 8 ma. †
6	4	2	N. $\frac{1}{2}$ W.	..	..
7	4	2	..	..	..
8	4	..	..	..	..
9	4	3	North	S.W.	..	
10	4	3	..	..	..
11	4	..	..	..	..
12	3	6	..	..	..	At noon, being 3 or 4 leagues from the land, the extremes of which bore from N. 13° E. to S. 24° 30' W. Lat'd observed, 32° 2' S.

Course cor't, N. 29° E. Dist'ce sail'd, 60 miles. Lat'de in, 32° 25'. Long'd in, 206° 36'.
* See Note 18, post, p. 162. † See Note 19, post, p. 162. ‡ See Note 20, post, p. 162.

1770
12 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SATURDAY, 12TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	6	N. b. ‡ E.	S.S.E.	Fathoms.	Gentle breeze and fair weather.
2	2	5	Several smoaks seen along shore.
3	3	The northernmost land in sight N. b. E. ‡ E., and 3 hills laying near the shore and contiguous to each other bore N.N.W. These hills I have call'd the 3 Brothers. Lat'de. —•
4	2	6	..	..	..
5	3	2	..	..	..
6	3	..	..	..	26
7	3	3	N.E. b. N.	..	30	The northernmost of the 3 Brothers W.N.W.
8	3	..	..	..	..
9	3	6	N.N.E. ‡ E.	..	..
10	3	..	N.N.E	..	52	
11	3	Little wind.
12	3	..	..	..	58
1	3	..	..	..	..
2	Calm	..	..	..	..
3	2	6	N.N.E.	S.S.W.	67	Little wind and fair. Northernmost land in sight N. 11° West, and the Three Brothers S.W. Lat'de ob'd, 31° 18'; distant from the shore, 4 or 5 leagues.
4	2	6	..	..	..
5	2	6	..	..	..
6	3	..	..	..	..
7	3	4	North	S. b. W.	..	
8	3	4	..	..	..
9	3	2	N. ‡ W.	..	..
10	2	4	N. b. W.	..	..
11	1	4	
12	1	3	

Course cor't, N. 24° E. Dist'ce sail'd, 48 ms. Lat'de in, 31° 18' S. Long'de in, 206° 13'.
• See Note 21, post, p. 163.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SUNDAY, 13TH MAY, 1770.

COOK'S LOG—SMOKY CAPE.

27

1770
18 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	North	South	Fathoms.	Light winds and clear.
2	1	..	N.N.W.	N.E.	..	
3	2	..	..	..	..
4	2	2	..	..	46	
5	3	1	..	..	..
6	3	2	N.W. b. N.	N.E. b. N.	24	Distant from ye shore 3 miles, the north ext'n. of which bore N. b. E. $\frac{1}{2}$ E., and a
7	3	..	E. b. N.	N. b. E.	..	point to the northward of the 3 Brothers bore S. b. W. $\frac{1}{2}$ W.*
8	3	..	..	..	..
9	4	..	E.N.E.	North	..	
10	4	5	..	..	..
11	3	6	N.E. b. E.	N. b. W.	..	Fresh breeze and clear.
12	3	5	N.E.	N.N.W.	118	Tack'd.
1	5	3	West	..	..
2	3	..	S.W. b. W. $\frac{1}{2}$ W.	N.W.	..	
3	1	4	S.W.	W.N.W.	..	
4	3	..	N. b. W.	W. b. N.	..	
5	2	4	N. $\frac{1}{2}$ W.	..	..
6	3	..	..	West	..	
7	3	4	N.N.W.	..	..
8	3	..	..	..	..
9	3	4	N.W. b. N.	W. b. S.	..	Northermost land in sight N. b. W. $\frac{1}{2}$ W.
10	3	..	..	..	..	Variation.
11	3	4	..	W.S.W.	..	At noon, lat'de obs'd, 30° 48' S.; distant from the shore, 3 or 4 leagues. A headland on
12	3	6	N.N.W.	..	..	which was a great deal of smook, and for that reason call'd Smooky Cape, bore
						S.W., distant 4 leagues.

Course cor't, N. 18° E. Dist'ce sail'd, 36 ms. Lat'de in, 30° 43'. Long'de in, 206° 4'.

* See Note 22, post, p. 163.

1770
14 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
MONDAY, 14TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N. b. W.	Var'ble.	Fathoms.	Light airs and clear weather.
2	Calm	..	N.W. ½ W.	..	..	Variation, 8° 13' East.
3	..	6	N.W. ½ W.	..	..
4	2	2	N.W. ½ N.	N.E.	..	
5	2	6	N.N.W.	N.E.	31	
6	3	..	N.W.	N.N.E.	30	Tack'd ; distant from ye shore 4 mile.
7	2	4	N.E. b. N.	N.W. b. N.	30	
8	2	2	..	..	30	Tack'd.
9	2	2	S.W. b. W.	N.W. b. W.	..	Tack'd.
10	2	2	North.	W.N.W.	..	
11	1	6	..	..	26	
12	1	4	..	..	26	
1	1	3	N. b. E.	..	..
2	1	2	..	West.	..	
3	1	2	..	..	21	
4	1	2	..	..	..	Smooky Cape S.S. W.
5	1	..	N.E. b. E.	..	..
6	2	..	..	N. b. W.	..	
7	3	..	..	..	..	Squally, with thunder, lightning, and rain.
8	2	6	E. b. N.	N. b. E.	..	Fresh breeze and fair.
9	2	4	N.N.E.	N.W.	86	
10	Calm	..	N.N.W.	S. b. W.	..	Lat'de obser'd, 30° 22' ; southernmost land S. 41° W. Distant from ye shore, 4 leagues.
11	3	4	..	..	..
12	5	2	..	..	..

Course cor't, N. 16° E Dist'ce sail'd, 22 miles. Lat'de in, 30° 22'. Long'de in, 205° 57'.

COOK'S LOG—PASS THE SOLITARIES.

1770
15 May.

H.	K.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	5	.. 2	N.N.W.	S.S.W.	Fathoms.	Fresh breeze and fair weather.
2	5	5	N. b. W.	..	..	Fresh gales and squally, with flying showers of hail and rain. Close-reef'd the topsails.
3	6	4	North.	..	..
4	6	..	N. b. E. ½ E.	..	33	Past without a small i'de at the distance of 2 or 3 ms.*
5	7	..				
6	5	5	N. b. W.	..	33	Extrims of the land from N. b. W. to S.S.W.
7	5	2	..	W.S.W.	33	Brought too.
8	4	..	..	off N.N.W.	..	Made sail under the topsails; fresh gales and clear weather.
9	..	..	up N.W.		..	
10	3	..	N. b. W.	..	30	
11	3	..	..	..	32	
12	3	3	..	..	32	
1	3	3	..	..	32	
2	3	.. 2	North.	..	31	
3	3	.. 3	..	..	26	
4	3	.. 3	..	..	25	
5	3	6	..	..	..	Out all reefs and made sail.
6	4	6	..	..	26	
7	5	6	..	..	..
8	6	6	..	..	25	
9	5	.. 7	..	..	..	Saw several people on the shore.
10	5	6	N. b. E.	S.S.W.	29	
11	5	5	North.	..	..
12	5	5	N. ½ W.	..	30	At noon, a bluff point bore N.W. b. W., distant 2 or 3 miles, and the northernmost land in sight, N. b. W. Lat'de obs'd, 28° 30' S.; saw several amooka.

Course cor t, N. 6° 45' E. Dist'ce sail'd, 104 miles. Lat'de in, 28° 30' St. Long'de in, 205° 43'.
* See Note 23, post, p. 163.

1770
16 May

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 16TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	5	6	N. b. W.	S. b. E.	Fathoms.	Fresh gales and fair.
2	5	7	..	..	..	Saw more land to the northward.
3	6	..	..	..	..
4	5	8	..	..	..
5	5	4	..	..	20	Saw some breakers ahead and on the larboard bow, which, in order to avoide, we
6 {	2	..	East.	..	..	hauled off to the eastward. Extremes of the land from N.W. b. N. to S. b. W.; at
7	1	2	..	..	..	8 brought too.
8	3	5	..	..	..
9	3	4	up S.E. b. E.	off E. b. S.	44	
10	..	..	up W.S.W.	off West.	..	Wore.
11	..	..	..	..	80	
12	..	..	up W. b. S.	off W. b. N.	..	
1	..	..	..	..	52	
2	..	..	..	..	42	
3	..	..	..	..	43	
4	..	..	..	..	43	Made sail.
5	..	..	N.W. b. N.	S. b. W.	..	Saw the breakers on the larboard bow.*
6	4	3	..	..	..
7	5	2	N.W.	..	..	Do. one with a high peaked hill, S.W. b. W.; they lay about 5 miles from the
8	5	5	..	..	..	shore.
9	5	6	..	..	..
10	5	4	N.W. b. N.	..	..
11	5	..	N.N.W.	..	..	At noon the ex's of the land from South to N. 2° W., the peak S. 20° W.; distant off
12	4	5	North.	South.	..	shore, 6 miles. Lat'de ob'd, 27° 46' S.

* See Note 24, post, p. 103.

1770
17 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	4	.. 2	N.	South.	Fathoms.	Fresh breezes and clear weather.
2	4	3	..	..	..
3	4	3	..	..	..
4	4	3	..	..	..
5	4	2	N. $\frac{1}{2}$ E.	S. b. E.	37	Saw breakers on the larboard bow, which at 6 bore N.W. b. W., and the northernmost land in sight, north.
6	3	4	N. b. E.	..	..
7	2	2	..	..	53	Brought too—a heavy swell from the southward.
8	2	..	..	..	52	
9	..	..	up E.S.E.	off E. b. N.	45	
10	..	..	up S.E. b. E.	off E.	..	Gentle breeze—made sail.
11	..	..	..	..	54	
12	..	..	..	..	{
1	2	..	N. b. E.	S. b. W.	..	
2	2	.. 2	..	..	..
3	2	..	..	..	86	
4	3	..	..	..	135	Distant from the land, 7 or 8 leagues.
5	4	..	N.W. b. N.	..	..
6	4	..	..	..	..
7	5	.. 6	N.W. b. W.	..	..	Fresh breeze and clear weather.
8	5	5	W.N.W.	..	34	
9	5	5	..	..	..
10	5	..	N.W.	..	..
11	6	..	..	..	24	At noon, lat'de ob'd, 26° 28' S. Distance off shore, 2 leagues.
12	6	..	..	..	..

1770
18 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
FRIDAY, 18TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	5	.. 3	N. b. W.	South.	Fathoms. Sandy. 27	Moderate breeze and fair weather.
2	3	6	..	..	..
3	2	4	..	..	..
4	2	..	..	..	32	Variation p'r az'ths, 8° 40' East.
5	3	.. 3	North.	..	..	The northernmost point of land in sight, N. $\frac{1}{2}$ W., distant 3 or 4 leagues.*
6	3	..	..	..	..
7	3	4	N. b. E.	..	31	
8	2	..	N.N.E.	..	32	Brought too; ye above point N.W. b. W.
9	2	..	..	..	..
10	2	..	..	..	32	Little wind.
11 } 12 }	.. } .. }	.. } .. }	up E. b. N. ..	off E.N.E. } .. }	
1 } 2 }	.. } .. }	.. } .. }	.. } .. }	.. } S.S.W.	.. } 32	Made sail.
3	1	..	N.N.W.	..	32	The point W. b. S. $\frac{1}{2}$ S.
4	1	2	N.W.	..	30	
5	2	.. 2	..	..	..
6	3	3	N.N.W.	S.W.	..	
7	4	3	..	..	25	The northernmost land in sight, N. $\frac{1}{2}$ E.
8	4	3	..	..	22	
9	3	2	..	..	..
10	3	2	North.	..	24	At noon little wind and clear weather. Lat'de obs'd, 25° 34' S. The point above
11	2	..	..	..	..	mentioned S. $\frac{1}{2}$ W., and the northernmost land N. $\frac{1}{2}$ E; dist'ce off shore, 3 leag's.
12	1	6	N.N.E.	..	..

* See Note 25, post, p. 163.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SATURDAY, 19TH MAY, 1770.

COOK'S LOG—GREAT SANDY ISLAND.

33

1770
19 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N. b. W.	Var'ble.	Fathoms.	Light airs and clear weather.
2	..	..	Calm.	..	..
3	1	..	N.N.W.	N.E.	24	Variation per az'uths, 8° 36' E.
4	1	..	..	..	23	
5	Calm.	..	..	..	..	Northernmost land, North.
6		..	..	..	..
7		..	..	..	..
8	1	..	N.N.E. † E.	N.W.	..	Light airs; a swell from y ^e S.E.
9	1	3	..	..	..
10	1	2	..	..	..
11	1	6	..	..	25	
12	1	..	..	..	..
1	3	..	N.N.E.	N.W. b. W.	26	
2	1	6	N. b. E.	..	..
3	1	4	..	W.S.W.	27	
4	1	4	..	..	..
5	1	6	..	..	..
6	2	..	..	..	..	Varia. p'r amp'd, 8° 23'; per az'uth, 8° 20' East.
7	3	2	N. † E.	S.W.	..	Saw some smooke.
8	3	5	..	..	..
9	3	3	N. † W.	..	..
10	3	2	..	..	..
11	3	1	N. † E.	..	..
12	3	3	N. b. † E.	S. b. W.	13	At noon, little wind and clear. Lat'de obs'd, 25° 04' S. The northernmost point of land in sight, N. 29° W.; dist'ce, — miles; and off shore, — miles *

* See Note 26, post, p. 163.

1770
20 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SUNDAY, 20TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	..	N. b. E.	S. b. W.	Fathoms	Gentle breeze and clear weather.
2	2	4	N. b. W.	..	17	
3	2	4	..	..	17	Saw several people upon the shore.*
4	2	4	..	..	..
5	2	..	..	..	..	Var'n, 8° 45' East.
6	2	..	..	..	..	Land seen from the masthead at N. b. W. $\frac{3}{4}$ W.
7	1	4	..	..	83	Little wind.
8	1	..	..	..	..
9	..	6	..	..	..
10	1	2	..	..	21	
11	1	6	..	..	..
12	2	..	..	..	21	
1	2	..	..	..	..
2	2	..	..	..	..
3	3	..	..	..	26	
4	1	0	..	S.W.	33	Fresh breeze and clear.
5	3	..	..	..	34	
6	3	2	..	..	..
7	2	..	N.W.	..	..	The northernmost land in sight W.S.W., which seem'd to end in a point, which I call'd
8	1	6	West.	South.	13	_____, † from which we discovered a reef stretching out to the north-
9	4	4	N.W. b. N.	..	13	ward as far as we could see, whereon the sea broke very high.
10	4	4	N.W. $\frac{3}{4}$ N..	S.S.W.	..	
11	4	..	N.W.	..	10 to 7	
12	3	0	N.N.W.	..	..
			N.N.W.	..	11	At noon, latitude obs'd, 24° 28' S.; the extremes of the land extending from South to
				..		12° W., distant 16 miles, and the north point of the reef N.W. $\frac{3}{4}$ N.

* See Note 27, post, p. 103. † See Note 23, post, p. 103.

COOK'S LOG—CROSSING HERVEY BAY.

1770
21 May.

II.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	6	N.W.	S.	Fathoms. 9 to 11	Moderate and clear. Sent a boat to sound upon the shoal, who found 5 fms. Upon this we haul'd out wind and stood over it, and had not less than 6 fathom. The point of land set at noon bore S. $\frac{1}{2}$ E., distant 8 leagues. I took this to be the tail of the reef, which, as soon as we was over, we found 20 fathom water. At 6 o'clock — bore S.S.E., distant — 1s.*
2	3	4	W.N.W.	..	..
3	1	4	W. $\frac{1}{2}$ N.	..	6 $\frac{1}{2}$	
4	1	..	W.S.W. $\frac{1}{2}$ W.	..	20	
5	2	2	W.S.W.	..	20	
6	2	2	S.W.	S.S.E.	23	
7	2	2	..	..	24
8	1	4	..	..	23
9	Light airs, next to a calm; ship's head to the S.W.				23	
10					23	A gentle breeze and clear weather. Saw the land bearing S.E., which we took to be ———.† Saw land to the westward from the masthead. Carpenters emp'd caulking the decks. Lat'de observed, 24° 23'. Extremes of the land from S. b. W. to W.N.W. Some smooks seen upon it.
1	..	..	..	..	23
2	..	..	..	..	23
3	2	..	W.N.W.	Var'ble.	22	
4	2	..	W.S.W.	South.	26	
5	2	4	S.W. b. W.	S. b. E.	..	
6	..	..	..	..	21
7	3	..	..	..	17
8	3	4	W.S.W.	South.	16	
9	3	6	S.W. b. W. $\frac{1}{2}$ W.	S. b. E.	14	
10	3	7	..	..	13
11	3	4	..	..
12	3		

* See Note 29, post, p. 164. † See Note 30, post, p. 164.

1770
22 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
TUESDAY, 22ND MAY, 1770.

H.	Soundings.	Remarks, &c.
1	Fathoms.	Gentle breezes and clear we'r.
2	From 12 to 9.	Bore up; distant from the shore, 3 leagues.
3		Variation p'r amp'd, 80° E. East.
4	From 9 to 7 and then to 8.	Anchor'd, with the best bower, 6 miles from the shore.*
5	..	
6	..	
7	..	
8	..	
9	..	
10	..	
11	..	
12	..	At 4 past found the water to have fell 2 feet, and at the same time judged it to be about low water, as the tide soon after made to the southward.
1	..	
2	..	
3	..	
4	..	
5	..	
6	..	Found the water to have rose 2 feet.
7	From 8 to 9	Got under sail and stood along shore, at the distance of 3 or 3 miles off. Var'n p'r ast'n, 70° 50' E.
8	..	
9	From 9 to 11	Carpenters emp'd caulking the decks.
10	..	
11	..	
12	..	Lat'de obs'd, 24° 18'; extremes of the land from N. 30° W. to S. E. b. S.; distance off shore, 2 miles.

* See Note 31, post, p. 164.

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 23RD MAY, 1770.

COOK'S LOG—ANCHORED IN BUSTARD BAY.

37

1770
28 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	1	N.N.W.	S.E.	Fathoms. 11	Gentle breeze and clear weather.
2	2	6	..	..	15 to 6
3	1	6	..	..	..
4	{ 1	6	..	..	..
5	{ 1	2	W. b. N.	S. b W.	..	Open'd a large open bay,* which we haul'd into, and at 8 anchor'd in — fathom water; sandy bottom. The north point bore N.W. 1/4 W., and the south point E. 3/4 S., distant — miles, and about the same distance from the shore, in the bottom of the bay. Variation p'r amp'd —.
6	..	..	..	..	7, 6
7	2	..	..	..	5
8	..	..	..	..	..
9	Fresh breeze and cl'ar weather.
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	Went ashore with a party of men, in order to examine the country. We landed just within the south point of the bay, where there is an inlet into a salt lagoon, at the entrance of which is security for a small number of shipping in 3 fathom water.
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	Latitude ob'd on board the ship, 24° 4' S.
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..

* See Note 32, post, p. 164.

1770

25 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.

THURSDAY, 24TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	..	..	..	E.S.E.	Fathoms.	Light airs and clear weather.
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	..	..	..	..	..
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	North	..	5 to 15	Return'd on board from the shore.
5	1	2	..	..	..
6	3	2	N.W. ½ N.	..	..	½-past, weigh'd and made sail out of the bay at daylight. Saw a ledge of rocks lying off the north point about 2 or 3 miles, which we peat at 8 o'clock, and then haul'd to the westward for the westernmost land in sight.
7	3	2	..	..	..
8	2	..	W. b. N.	..	20	
9	2	2	..	..	19	
10	3	6	..	..	17	
11	2	3	..	..	16	
12	2	8	..	..	15	
	2	..	..	..	14	At noon, lat'de obs'd, 23° 52' ; the north p't of the bay sailed from bore S. 62° E. ; the northernmost land in sight N. 60° West ; distance from the nearest shore ——.*

* See Note 33, post, p. 164.

LIEUTENANT COOK'S PRIVATE LOG—continued.
FRIDAY, 25TH MAY, 1770.

COOK'S LOG—CAPE CAPRICORN.

1770
25 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	..	..	..	Calm.	Fathoms. 15	Clear weather.
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	1	4	N.W.	S.E.	14	Extremes of the land seen from the masthead, N.W. $\frac{1}{2}$ W. to S.E. b. S. $\frac{1}{2}$ E.
7	1	4	..	..	14 $\frac{1}{2}$	
8	2	..	..	..	15	Light airs.
9	2	..	..	..	15	Brought too.
10	2	4	..	..	15	
11	..	..	up E.	off E. b. N.	15 $\frac{1}{2}$	
12	..	..	..	..	16 $\frac{1}{2}$	
1	..	..	up W.S.W.	off W. b. S.	15	Wore.
2	..	..	..	..	..
3	..	..	..	..	14 $\frac{1}{2}$	
4	..	..	..	..	..
5	..	..	..	..	15.	Made sail.
6	2	..	N.W.	S.S.W.	..	
7	3	4	W.N.W.	..	16	Northermost land, N. 70° W.
8	3	6	W. b. N. $\frac{1}{2}$ N.	..	17	
9	3	6	W. b. N.	..	16, 15	Saw more land bearing N.W. b. N., making like islands.
10	2	..	West	E.S.E.	14, 13, 12	Haul'd round a point of land, which I called —.
11	2	..	..	..	9, 7, 6 $\frac{1}{2}$	At noon it bore S. 60° E., dist. — m's; an i'd from N. $\frac{1}{2}$ E. to north, — miles,
12	1	6	..	..	7, 8, 9	being distant from the mainland, — miles.
Lat'd ob'd, 23° 24' S.						

* See Note 34, post, p. 164.

1770
28 May.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SATURDAY, 28TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	2	W.N.W.	E.S.E.	Fathoms. 9 to 10, and then to 12	• Var'n, 7° 28' East. Anchor'd, having land in a manner all round us.* Found the tide set as per column.† At 11 it was high water; found the tide had flow'd 6 feet 3 inches.
2	2	..	..	..	..
3	1	..	..	..	..
4	1	..	..	..	Sand.
5	..	..	..	..	..
6	Calm.	..	At 2, light breezes at S.W.; found the ebb set as per column; at 4 the tide had fell 7 feet.
7	1	1 } 4 }	West	Flood.	..	
8	1	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	Set a boat ahead to sound. Light breeze and clear; lat'd., 23° 7' S.; distant from the main — miles,† and a chain of i'ds without us‡; the one set yesterday at noon bore S.E., distant 22 miles.
12	..	..	..	..	..
1	1	6	East	Ebb.	..	
2	..	..	..	..	..
3	..	..	..	..	..
4	Set a boat ahead to sound. Light breeze and clear; lat'd., 23° 7' S.; distant from the main — miles,† and a chain of i'ds without us‡; the one set yesterday at noon bore S.E., distant 22 miles.
5	..	..	..	..	..
6	..	..	..	..	..
7	3	4	W.N.W.	So.	12 7	
8	4	..	..	S.S.E.	9
9	4	..	N.W.	..	6	Set a boat ahead to sound. Light breeze and clear; lat'd., 23° 7' S.; distant from the main — miles,† and a chain of i'ds without us‡; the one set yesterday at noon bore S.E., distant 22 miles.
10	4	6	N.W. b. N.	..	..
11	1	5	N.N.W.	..	5	
12	2	2	..	..	5, 4 Sand.

* See Note 85, post, p. 164. † See Note 37, post, p. 165. ‡ See Note 88, post, p. 165.

LIEUTENANT COOK'S PRIVATE LOG continued.
SUNDAY, 27th MAY, 1770.

H.	E.	P.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	4	N.N.W.	S.S.E.	Fathoms 4, 3, 2, 1	<p>we anchored in 4 fathoms, the northernmost, since we anchored, had 18 feet, which evening the boat was sent away the wind E. At 9, the wind being sent away the island, and in the meantime got the ship under sail. As soon as it was light the boats made the proper signal, and we followed with the ship. At 10, being got out, hoisted in the boats, and made sail to the northward.</p>
2	1	3	..	..	..
3	1	3	..	..	..
4	1	3	..	..	..
5	1	3	..	..	..
6	1	3	..	..	..
7	1	3	..	..	..
8	1	3	..	..	..
9	1	3	..	..	..
10	1	3	..	..	..
11	1	3	..	..	..
12	1	3	..	..	..
1	3	3	<p>At noon a fresh breeze and clear weather. Lat'de obs'd. 20° 53' S; northernmost land in sight, N. 24° West; distance off shore, — leagues; 2 small islands without us.</p>
2	3	3	..	..	..
3	3	3	..	..	..
4	3	3	..	..	..
5	3	3	..	..	..
6	3	3	..	..	..
7	3	3	..	..	..
8	3	3	..	..	..
9	3	3	..	..	..
10	3	3	..	..	..
11	3	3	..	..	..
12	3	3	..	..	..

* See Note 80, post, p. 105.

† See Note 40, post, p. 105.

1770
27 May.

1770
28 May.

LIEUTENANT COOK'S PRIVATE LOG--continued.
MONDAY, 28TH MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	4	N. b. W.	S.E. b. S.	Fathoms. 20	Fresh breeze and clear weather.
2	3	3	..	..	22	
3	3	7	N.N.W.	S.S.E.	25	
4	3	7	..	..	23	
5	4	..	..	..	25	Brought too; the northernmost p't of the m'n in sight N. 43° 30' W., the outermost island laying off it N. 31½ W.
6	4	2	..	..	..
7	..	..	up N.E. b. E.	off N.E. b. N.	..	
8	..	..	..	..	30	
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	34	Wore ship.
1	..	..	up S. b. W.	off S.W. b. S.	34	
2	..	..	..	..	..
3	..	..	W.N.W.	S.E.	30	†-past 5 made sail; fresh breeze and cloudy, hazy weather
4	2	2	..	..	..
5	5	6	..	..	24	†-past 8, pass'd by a headland* from which the land trends to the westward, and forms a large bay, in and off which lay a vast number of islands, extending out to sea as far as we could see. Sent a boat ahead to sound, which a little before noon made the sig'l for shoal water. Upon this, brought the ship up into the wind and let go the anchor, having on 3½ fathoms water, but when she was brought up had 4½ fathoms.
6	5	3	..	..	17	
7	2	..	W.S.W.	South	10	
8	1	..	..	..	..
9	1	2	West	E.S.E.	14 to 7	The northernmost part of the main in sight N. 80 West; a great number of islands all round us.†
10	5	..	..	..	from 7 to 3	
11	3	..	..	..	..
12	..	..	..	..	..

Lat'de ob'd, 22° 8' South.

* See Note 41, post, p. 165.

† See Note 42, post, p. 165.

LIEUTENANT COOK'S PRIVATE LOG--continued.
TUESDAY, 29TH MAY, 1770.

COOK'S LOG—THIRSTY SOUND.

43

1770
29 May

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	..	..	..	..	Fathoms.	Fresh breeze and hazy, with drizzling rain.
2	..	..	..	..	..
3	2	6	West	E.S.E.	6, 6, 7,	Upon finding that there was water over the shoal for the ship, we weigh'd and came
4	4	..	..	..	9, 10, 11, 14.	to sail, and sent a boat ahead to sound.
5	8	7	..	..	12, 11, 10	
6	2	..	..	..	..	At 6 anchor'd, with the best bower, ab't 2 miles from main.
6 {	1	4	W. b. S. & S.	..	9½	
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	..	..	..	..	..
2	1	6	W.N.W., the tide run.	..	..	High water ; found the tide had flowed 14 feet.
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..	Set the master, with two boats, to sound the entrance of an Inlet which bore from us
6	..	..	..	S.S.E.	..	west about one league, and soon after we weigh'd and stood in for it. At 8
7	..	..	..	..	..	anchor'd about a league within the entrance in 6 fathom water.*
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..

* See Note 43, post, p. 165.

1770
80 and 81
May .

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 30TH MAY, 1770.

Month and Day.		Winds.	Remarks, &c.
1770. Wed., May 80	..	E.S.E. E. S.E.	Gentle breezes and clear weather. In the p.m. emp'd sounding the inlet and searching for fresh water, not one drop of which we could find. In the a.m. I went up the Inlet in order to explore it. Carpenters employed caulking the ship. Lat'de observ'd, 22° 6' S.

THURSDAY, 31ST MAY, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
9	3	5	..	South.	..	Fresh breezes and cloudy with'r, with some rain in the p.m. At 6, I returned on board, having been about 8 leagues up the inlet.
10	4	2	N. W. & W.	S.S.E.	10	At 6 a.m. weigh'd and put to sea. At 8 the entrance to the inlet bore S.W. b. S., dis't 5 miles
11	4	2	..	..	8	Depth of water, 10 fm.
12	4	...	West.	..	9	Pinnace ahead sounding. Fresh breezes and hazy weather. Lat'de ob'd, 21° 53' South, the place sail'd from S. 36° East, the mainland extending to N. 76° West. A number of islands all round us.

COOK'S LOG—BROAD SOUND.

45

LIEUTENANT COOK'S PRIVATE LOG—continued.
FRIDAY, 1ST JUNE, 1770.

H.	K.	F.	Course.	Wind.	Soundings.	Remarks.
1	2	..	West.	S.E.	Fathoms.	Fresh breezes & At 4-past 12 the upon a wind anchor. At weigh'd and haul'd found 3 small islands that lay just without us, and in the evening came too an anchor under the lee of them in 16 fathom water.
2	..	3	N.E.	..	9, 7, 6, 3	
3	2	..	N.N.E.	..	4, 5, 6, 8	
4	2	4	N. b. W.	..	9, 10, 12	
5	1	6	W.N.W.	..	13, 13	Fresh gales and sq'ly with rain. Hazy, rainy weather.
6	2	..	..	..	4, 15, 16
7	..	..	..	..	..
8	..	..	..	..	..
9	Do. was'r.
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	Fresh gales and fair. Weigh'd and came to sail.
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	Brought too and sent a boat ahead to sound, and then made sail after her. At noon, lat'de obs'd, 21° 29' S. The N.W. extreme of the main in sight N. 64° West. The islands sail'd from in the r between a great number of islands
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	Do. was'r.
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..

1770
1 June.

1770

2 June.

LIEUTENANT COOK'S PRIVATE LOG—continued.

SATURDAY, 2ND JUNE, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1 {	1	6	W. b. N.	S. S. E.	Fathoms.	Gentle breezes and cloudy.
2 {	1	4	N. W. b. W.	..	7, 6, 4, 6	Had a boat ahead sounding.
3 {	1	..	N. W.	..	7, 8, 9	
4	1	..	..	..	8, 6, 5	
5	3	3	..	..	6, 8, 9	
6	3	4	..	..	9	
7	3	..	..	..	8, 10, 9	
8	2	4	N. W. b. N.	..	10, 10	The north extreme of the main N. 38° W., distant off shore about 2 leagues, and a
9	2	6	..	..	9, 9, 10	great number of islands without us.
10	2	5	..	..	10, 10½	Anchor'd.
11	..	..	..	..	11, 11	Found a slow motion of a tide seting to the westward.
12	..	..	..	..	11, 11½, 11	
1	..	..	..	..	..	Slack tide.
2	..	..	..	..	..	At ½-past 2 the ship tended to the eastward.
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..	At 5 found the tide had risen 9 feet, and at 6, 11 feet.
6	..	..	..	..	..	Weigh'd and came to sail.
7	..	..	..	..	..	Saw more land to the N. W.
8	3	4	N. N. W.	S. b. E.	11, 12	
9	3	4	..	..	12, 10	
10	3	4	..	..	10, 11	
11	3	3	N. W. b. N.	..	11, 10, 9	At 11 came into uneven ground, upon which we sent the boat ahead to sound.
12	2	8	N. W.	..	9, 7, 6, 6, 6	At noon, distant off shore 2 leagues. North ext'n of the m'n, N. 59° W. A chain of
		..	..	..	5, 4½, 9, 8, 7	islands without us. Lat'de obs'd, 20° 56' S.
			..	..	5, 4, 3, 5,	
			..	..	6, 7, 8	

LIEUTENANT COOK'S PRIVATE LOG continued.
SUNDAY, 3RD JUNE, 1770

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	3	N.W. b. W.	S. E.	Pathosia. 7, 9, 10	Gentle breeze and pleasant weather.
2	3	4	"	"	9, 9, 9	Steering between the islands and the mainland, distant from ye latter 2 or 3 leagues.
3	3	5	"	"	9, 10, 9	The northernmost part of the main in sight N. 46° W., and the northernmost of
4	3	6	"	"	9, 9, 9	land, which we took for island, N. 41° W.
5	3	2	"	"	9, 9	Anchored in 10 fms. ; a muddy bottom.
6	3	2	"	"	10, 10	Found the set to the northward.
7	3	2	"	"	10	Water had fallen 7½ feet.
8	3	2	"	"	"	Slack or low water; tide had fallen 9 feet.
9	3	2	"	"	"	Water risen 3 feet; flood came from ye northw'd Weigh'd and made sail to the
10	3	2	"	"	"	N.W. Var., 6° 57' E.
11	3	2	"	"	"	Found the land on our starboard to be a part of the main, forming with that on the
12	3	2	"	"	"	lath'd a bay, in the bottom of which is low land.*
1	3	2	N.W. b. W.	S. b. E.	10	Haul'd to the eastward for the islands.
2	3	2	N.W. b. W. ½ W.	"	9½, 9	Saw an opening or passage between the main and the islands, which we steer'd into. †
3	3	2	E N.E.	"	9½, 8½	At
4	3	2	N.E.	"	9, 10, 13	3 bore from N. b. W to N 25° West, and the south
5	3	2	"	"	13	S. 37° E., being distant from each shore 2 or 4 m's.
6	3	2	"	"	20, 22	
7	3	2	N. b. E.	"	23, 20	
8	3	2	N.N.W.	"		

* See Note 44, post, p 168. † See Note 45, post, p. 168.

1770
3 June.

1770

4 June

LIEUTENANT COOK'S PRIVATE LOG — continued.

MONDAY, 4TH JUNE, 1770.

H.	K.	F.	Comms.	Winds.	Soundings.	Remarks, &c.
1	3	2	N.N.W.	S.S.E.	Fathoms.	Gentle breezes and pleasant weather. Steering between the main and a chain of islands; dist ^e from the mainland and the islands, 3 miles. Saw two of the natives and a canoe upon the beach on one of the islands. The canoe had an outrigger, and a ——— those we have seen upon the coast. At 5 o'clock we were ——— a north end of the passage, having an open sea between the N
2	3	2	..	..	24
3	3	2	..	..	25
4	3	2	..	..	26
5	3	..	N.W. b. N.	..	20	
6	3	4	..	..	21
7	2	7	N.W.	..	24	Brought too. Made sail. The westernmost land in sight, W. b. N., and a high promontory, S. b. W., distant 4 or 5 miles.†
8	2	6	N.W. b. N.	..	23	
9	2	2	N.W.	..	22	
10	2	..	..	..	21
11	1	6	..	..	22
12	1	6	..	..	22
1	2	20	At noon the above promontory bore S. 63° West, distant — miles.† Westernmost land, N. 71° West; and an island, N. 62° East, distant — leagues. Distant off shore, 3 leagues.
2	2	..	W.N.W.	..	19	
3	2	4	W. b. N.	..	23	
4	2	..	W. b. N.	..	23	
5	up	8	W. b. N.	..	23	
6	2	..	W. b. N.	..	23	
7	4	..	West	..	23	Lat'de obs'd, 10° 47' S.
8	3	7	..	..	19
9	3	5	..	..	17
10	3	4	W. b. S.	..	16, 15	
11	3	2	W. b. N.	S.E. b. E.	14, 14½	
12	3	2	..	..	14, 14½

* See Note 46, post, p. 166.

† See Note 47, post, p. 166.

‡ See Note 48, post, p. 166.

COOK'S LOG—CAPE UPSTART.

49

LIEUTENANT COOK'S PRIVATE LOG—continued.
TUESDAY, 5TH JUNE, 1770.

IL.	K.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	3	7	W. b. N. 1 N.	E. b. S.	Fathoms.	Gentle breezes and pleasant weather
2	2	8	W. b. W.	..	16	Saw more land, bearing W. b. N.
3	3	4	..	..	16	
4	3	4	..	..	16	
5	3	3	..	..	16	
6	3	3	..	..	16	Abreast of a barrin point of land.*
7	3	3	..	..	16	
8	3	3	..	..	16	
9	2	3	..	..	15	
10	2	3	..	..	14½	
11	2	3	..	..	14	
12	2	3	..	..	11	
					10	
1	2	2	N.W. b. W.	..	9, 8, 7	Upon shoaling our water, haul'd off from the land.
2	2	3	North.	East.	9, 8½	
3	2	4	N. b. W.	..	8, 8	
4	2	3	..	..	9	
5	1	3	N. ½ W.	..	8, 7	
6	1	2	..	..	8, 7½	Saw land extending as far as W.N.W. ½ N., being very low and level, except some hills inland.
7	2	2	..	..	8, 7	
8	2	3	N.W. b. N.	S.S.E.	10, 12, 14	
9	2	3	..	S.E. b. S.	..	
10	2	4	W.N.W.	..	14½	
11	2	..	..	..	14, 15	East. 12. night bore S. 33° 30' E., and the westernmost land in sight bore, 4 leagues.
12	3	..	..	..

* See Note 49, post, p. 166.

1770
5 June.

1770
6 June.

LIEUTENANT COOK'S PRIVATE LOG--continued.
WEDNESDAY, 6TH JUNE, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	2	W.N.W.	E.S.E.	Fathoms. 14	Light wind and pleasant weather.
2	2	..	..	..	14	
3	2	..	..	..	13	Carpenters emp'd in repairing the pinnacle.
4	1	7	..	..	14	
5	1	6	..	..	..
6	1	4	W. b. N.	..	..	Extremes of the main from West to S.E., and some high land making like an island, N.W. $\frac{1}{2}$ W.*
7	1	4	..	..	..
8	1	4	..	..	..
9	1	2	..	..	..
10	1	..	..	..	14	
11	1	..	..	..	..
12	1	..	..	..	..
1	..	4	..	..	..
2	} Calm.		..	..	13	
3			..	..	12	
4	..	..	..	..	14	
5	..	4	..	..	15	Light airs. Variation p'r amp'd, 5° 31' East.
6	1	3	..	..	..
7	1	4	..	..	13½	
8	1	6	..	..	..
9	1	6	..	..	..
10	1	6	W. b. W.	..	..
11	1	4	..	..	14½	Little wind and cloudy. Lat'de obs'd, 19° 1' S. The high land above mentioned N.W. the extremes of a large bay, from S. 20° East to S. 40° West. † Distant off shore, 5 miles.
12	1	4	..	..	..

* See Note 50, post, p. 100. † See Note 51, post, p. 167.

LIEUTENANT COOK'S PRIVATE LOG—continued.
THURSDAY, 7TH JUNE, 1770.

1770
7 June.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	W.N.W.	S.E.	Fathoms.	Light airs, next to a calm.
2	1	..	..	..	13	
3	1	..	..	East.	14	
4	1	..	..	..	15	
5	1	..	..	..	14	Variation by the amp'd, 5° 25' E.
6	..	{ 5 }	N.N.W.	..	14	Extremes of the main from N. 77° 30' West to S.E. b. S An i'd at N.W. b. N., we being distant from ye nearest shore 4 or 5 m's.
7	1	{ 4 }	..	..	..
8	1	..	..	..	14	
9	1	..	..	..	..
10	1	2	..	..	..
11	1	4	..	..	..
12	1	6	..	..	..
1	1	4	W.N.W. ‡ W.	..	13	
2	1	4	..	S.S.W.	..	
3	1	4	..	..	12½	Var'n by the amp'd, 5° 0' East.
4	1	6	W. ‡ N.	..	..
5	2	6	..	..	..
6	3	..	West.	..	..
7	2	7	W. b. N.	South.	..	Punish'd Thos. Dunster, marine, with a doz'n lashes for theft.
8	2	6	W.N.W.	..	12	
9	2	6	N.W.	S.S.E.	11	
10	2	6	..	..	11	Saw some canoes and people.
11	{ 1	3 }	N.N.W.	..	11	At noon sailing between some islands and the main,* distant from the former 3 or 4 miles and from the latter 3 or 4 leagues, the extremes of which bore from S. 51° East to N. 19° West. Lat'de ob'd, 18° 49' S.
12	2	3	..	..	11	

* See Note 52, post, p. 167.

1770
8 June.

LIEUTENANT COOK'S PRIVATE LOG--continued.
FRIDAY, 8TH JUNE, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N.N.W.	S.S.E.	Fathoms. 13	Light airs. Several smoaks seen upon the main, and canoes and people upon one of the islands.
2	1	..	..	..	12	
3	1	..	..	..	10	
4	1	2	..	..	8	
5	1	4	N.E.	..	10	Set two boats to one of the islands, who return'd after sunset, having found nothing remarkable.
6	1	6	..	..	..
7	..	..	up N.E. b. E. N. b. W., $\frac{1}{2}$ W.	off N.N.E.	16	Made sail for the northermost point of the main in sight.*
8	1	2	..	..	11	
9	2	2	..	..	12	
10	2	2	..	..	13	
11	2	..	..	..	10	Abreast of the north end of the island.
12	2	4	..	..	15	
1	2	4	..	S.S.E.	14	
2	2	..	N.W.	S.S.W.	15	
3	3	0	..	..	14 $\frac{1}{2}$	
4	2	4	N.N.W.	..	14, 13	
5	2	5	N. b. W.	..	12, 11	
6	2	3	N.E.	..	11, 12	
7	1	4	N. & N.W. b. W.	..	13, 14	Haul'd round an island into a bay, wherein lay several islands.†
8	3	..	..	..	15, 14, 12	
9	3	..	W.N.W.	S.S.E.	11, 10, 9	
10	4	..	N.N.W.	..	8, 7	Steering between some islands, distance off each half or $\frac{2}{3}$ of a mile.
11	3	5	North.	..	7, 7	
12	3	4	..	..	8, 9, 10, 11	
12	3	2	..	..	11 $\frac{1}{2}$, 12	Lat'de obser'd, 17° 59' So. Extremes of the main from S. b. E. $\frac{1}{2}$ E. to N. $\frac{1}{2}$ E.

* See Note 53, post, p. 167. † See Note 54, post, p. 167.

LIEUTENANT COOK'S PRIVATE LOG - continued.
SATURDAY, 9TH JUNE, 1770.

IL.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	7	N.W. b. N.	S.E.	Fathoms.	Gentle breezes and clear weather.
2	3	7	N. b. W.	..	11, 10	
3	3	7	N. b. E.	..	11	
4	3	2	..	..	12, 13	The northernmost extremes of the land N. ■ West.
5	3	6	..	..	14	
6	3	6	N. b. W.	..	14	
7	3	..	..	..	14	
8	3	..	..	..	14	
9	3	4	..	..	14	Saw several fires along shore.
10	2	5	N.N.W.	..	14	
11	2	4	..	..	14	
12	2	4	..	..	14	
1	2	3	..	..	15	
2	2	3	..	..	14	
3	1	0	North.	..	13	
4	1	4	N. b. E.	..	14	
5	1	4	N. b. E.	S. b. W.	14	
6	2	..	..	..	14	Northernmost extremes of the land N.W. ‡ W., and some small islands which lay about 2 leagues from the main bore West, distant 1 league.*
7	3	5	N.W. b. N.	..	14	
8	3	7	..	..	15	
9	4	..	..	..	..	Variation p'r amplitude, 4° 53' West. †
10	3	6	..	S.E.	14	Noon, northernmost point of the main in sight, bore N. 27° West, distant 2 miles.
11	3	3	..	..	15	an island and the main, distant from each one mile. ‡ Lat'do
12	3	3	..	..	17, 20	A small low island bore at this time N. 2° E. §

* See Note 55, post, p. 167.

† See Note 56, post, p. 167.

‡ See Note 57, post, p. 167.

§ See Note 18, post, p. 167.

1770
9 June.

1770
10 June.

LIEUTENANT COOK'S PRIVATE LOG--continued.
SUNDAY, 10TH JUNE, 1770.

H.	Remarks, &c.
1	Gentle breeze and clear weather. Haul'd into a hay* and sent a boat ahead to sound.
2 {	At 4-p't 2 o'clock anchor'd in 4 fathoms, a muddy bottom. The extremes of the bay
3 {	from S. 74° East to S. 33° West. A low island in the offing N. 35° East, distant from
4 {	the shore near 2 miles. After this I went ashore, accompani'd by Mr. Banks, &c.
5 {	
6 {	
7 {	
8 {	
9 {	
10 {	
11 {	
12 {	
1	Light airs and cloudy. Weigh'd and made sail to the N. W. Had several showers of rain.
2 {	
3 {	
4 {	
5 {	Moderate breeze and fair. Place sail'd from S. 40° East, distant 5 miles.
6 {	
7 {	Extremes of the main from S. 37 E. to N N. W. Distant from the shore, 3 or 4 leagues.
8 {	
9 {	
10 {	
11 {	Part at the distance of 2 miles a low island.†
12 {	At noon, 16° 20' So. The extremes of the main from S. 29° East to N. 20 West. Dis-
13 {	tance off shore, 7 or 8 ms.

* See Note 50, post, p. 109.

† See Note 50, post, p. 108.

LIEUTENANT COOK'S PRIVATE LOG continued
MONDAY, 11TH JUNE, 1770.

H.	K.	P.	Course.	Winds.	Soundings.	Remarks, &c.
1	3	6	N.N.W.	E.S.E.	Fathoms. 14, 14, 14	Gentle breeze and clear weather. Sailing along shore at the distance of 3 or 4 leagues off.
2	3	6	..	..	15, 16, 16	Saw two low sandy islands, bearing N.E. $\frac{1}{2}$ E., dist. 4 or 5 ls.*
3	3	7	..	..	14, 13, 13	Fresh breeze and clear.
4	4	8	North.	..	13, 14, 10	Saw some rocks or low land, bearing N. $\frac{1}{2}$ W.
5	5	..	N. b. W.	..	14, 14 $\frac{1}{2}$	The northernmost land in sight, N. b. W. $\frac{1}{2}$ W. Shorten'd sail and haul'd off shore, from which we was distant --- leagues.†
6	4	5	..	..	14, 14, 14	
7	2	4	N.E. b. E.	S.E. b. E.	15, 16, 17	Moderate breezes and very clear weather.
8	3	4	..	..	20, 20, 21	Past'd over some rocky ground, sounding as pr. column.
9	2	2	..	..	21, 20, 21	
10	2	..	E.N.E.	..	19, 10, 9, 8	Should'd the water from 20 to 17 faths., and before the man in the chains could have another cast the ship struck and lay fast on some rocks upon which we took in all
11	1	6	..	..	9, 11, 12, 16	
12	..	..	..	..	17, 21, 20	
1	..	..	..	..	17	
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..	lay with three streaks heel to starboard. Lat. obs'd, 16° 48' 80.

* See Note 61, post, p. 168.

† See Note 62, post, p. 168.

1770
11 June.

1770
12 June.

LIEUTENANT COOK'S PRIVATE LOG—continued.
TUESDAY, 12TH JUNE, 1770.

H.	Remarks, &c.
1	Light airs and fine weather, which gave us an opportunity to carry out boath the bowers—the one on the starboard quarter, and the other right astern. The spare stream anchor we likewise carried out, and got purchases upon all the cables and hove taught upon all the 5 anchors. At 4 it was low water, so far as we could judge by the rocks about the ship and part of the shoal being dry, which we had not seen before. The rise and fall of the water did not appear to exceed 3 or 4 feet.
2	
3	
4	
5	As the tide began to rise the leake increased, which obliged us to set the 3rd pump to work, which we should have done the 4th also could we have made it deliver any water.
6	
7	
8	
9	The ship now righted, and the leak gain'd on the pumps in such a manner that it became a matter of consideration whether we should heave her off or no, in case she floated, for fear of her going down with us in deep water; but as I thought that we should be able to run her ashore, either upon the same shoal or upon the main, in case we could not keep her, I resolv'd at all risks to heave her off if possible, and accordingly turn'd as many men to the capstan and windlass as could be spar'd from the pumps, and at 20 minutes past 10 hove her afloat and into deep water.
10	
11	
12	
1	Sent the longboat to weigh the stream anchor, purchas'd the anchor, but lost the cable among the rocks. After this employ'd all hands at the pumps, having 3 feet 9 inches water in the hold.
2	
3	
4	
5	Got up the best bower and other stream anchor, but found it impossible to save the other bower, so cut it away at a whole cable. Carried a warp out to the S.E., and got up foretopmast and foreyard. The pumps gain'd on the leak these 4 hours.
6	
7	
8	
9	Some hands employ'd sowing oakem wool, &c., into a sail to fother the ship. Weigh'd the coasting anchor and warped out to the S.E., and at 11 got under sail, with a light breeze at E.S.E., and stood in for the land, having a small boat laying upon the point of the shoal, the south point of which at noon bore north, distant one mile. The pumps gain'd upon the leak this 4 hours.
10	
11	
12	

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 13TH JUNE, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	S.W.	E.S.E.	Fathoms.	Light airs and clear weather. Standing off the shore in for the main. Got up the main topmast and m-in yard. Having got the sail ready for toberling the ship, we put it over under the starboard fore-chains, where we suspected she suffer'd most, and soon after the leak decreas'd so much as to be kept clear with with ease. This fortunate circumstance gave new life to every one
2	1	..	S.S.W.	..	15, 15, 15	
3	1	..	W.S.W.	S.E.	16, 16, 16	
4	1	..	West.	..	16, 16, 16	
5	1	..	W. b. N.	..	16, 17	
6	..	4	17, 17, 17	17 fathom water, 5 leagues from the land, and about 3 miles from the
7	17	Found the ship make 15 inches water p'r hour.
8	Gentle breezes from the land.
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	S.W.	..
12	..	..	..	..	..
1	Weigh'd and came to sail, and sent a boat ahead to sound
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	N.W. b. W.	S.S.E.	17, 16	Pass'd two small low islands, which lay about 4 l's from the main.*
7	2	..	..	..	15, 15
8	2	..	N.W. 1/4 N.	..	14, 14	
9	2	5	..	..	..
10	2	5	N.W. 1/4 W.	..	13, 13	
11	2	5	N.W. b. W.	..	12, 12	Latitude obser'd, 15° 37'; dista't from the shore, 2 or 3 l's. The northernmost part of the main in sight N 8° West, and the southernmost S. b. E. The two islands above mentioned extending from S. 30° E. to S. 40° E. Several sandbanks without us.
12	2	4	..	..	11, 11, 11

* see Note 63, post, p. 163.

1770
13 June.

1770

14 June.

LIEUTENANT COOK'S PRIVATE LOG—continued.

THURSDAY, JUNE 14TH, 1770.

Soundings.	Remarks, &c.
Fathoms.	Moderate breeze and fair weather; boats ahead sounding.
12, 11	
10, 9, 7	
7, 6	
5	
4½, 5	
to	
5½	
4	
..	
..	Fri
..	
..	
..	
..	
..	
..	
..	
..	
..	

Saw an opening in the land that had the appearance of a harbour bearing W.S.W. 3 or 4 miles. Stood off and on with the ship while the boats were examining it, who found that there was not a sufficient depth of water for the ship. At 6 anchor'd in 4 fathom water 2 miles from the shore, the mainland extending from N. ½ E. to S. ½ E. and a chain of shoals within us. At 8 the pinnace return'd, who had been along shore to the northward, and reported that they had found a good harbour about 2½ leagues to leeward.

and stood to the northward, and sent the master with and examine the harbour. Had in the ship very 0 8 fathoms. Brought too off the harbour waiting; they blowing a fresh of wind, us to anchor in 4 fathom; bearing W.S.W. ½ last; Ma boats to return on board, id buoy'd the channel, which I found narrow; the renient for our present purpose. At noon, latitude

LIEUTENANT COOK'S PRIVATE LOG—continued

Day and Month.	Winds.	Remarks, &c.
1770. Friday, June 15 ..	S.E. E.S.E. S.E.	Fresh gale at S.E. and cloudy with showers of rain. P.M. Got down to the yards, unbent the mainmast and some of the small sails. Carpenters emp'd repairing the bad pump, which we found very much damaged and rotten. In the a.m., it blowing too fresh to break the ship loose, got in the jibb boom and spritsail yard and foretopg't mast, our design being to lighten the ship forward as much as possible to come at the leak as soon as we get into the harbour.
Saturday, June 16 ..	S.E.	Strong gales and S.E., cloudy hazy weather with showers of rain. At 6 in the a.m. hove short, intending to get under sail, but was obliged to bear away again, it blowing too strong.
Sunday, June 17 ..	S.E.	Showers of rain in the p.m. At 6 in the a.m., being something moderate, we hove out, in the doing of which we run the ship ashore twice, the first time she but the 2nd time she stuck fast, but this was of no consequence any farther and was no more than what I expected, as we had the wind. While the ship lay, foretopmast, and the boom, &c., overboard, and made a raft of them alongside.
Monday, June 18 ..	S.E.	Fresh gales and cloudy with showers of rain. At 1 p.m. the ship floated, and we warped her into the harbour and moored alongside of a steep beach on the south side. Got the anchor, cables, and all the hawsers ashore. In the a.m. made a stage from the ship to the shore; erected two tents, one for the sick and the other for the stores. Landed the empty casks and all the dry provisions. Sent a boat to haul the mure without success.
Tuesday, June 19 ..	do.	Fresh gales and cloudy with frequent showers of rain. P.M. - Emp'd landing the provisions and stores. A.M. - Got the 4 guns out of the main hold and mounted them on the quarter-deck, got a spare anchor and anchor-stock out of the hold, also landed the remaining part of the stores and ballast, and set up the armours' forges.
Wednesday, June 20 ..	do.	Do, weather. Got most of the ground tier of butts ashore; many of them were quite rotten; got most of the boatswain's and carpenter's stores out of the store-rooms and landed them. In the a.m. had fair weather; got all the ground tier of water out, wood, &c., and landed the gunner's stores.
Thursday, June 21 ..	do.	Fresh breeze and fair weather. P.M. Landed the powder, and got out the remainder of the ballast, &c. In the a.m. all hands were emp'd in getting out of the fore and main hold.

1770

15 to 21
June.

1770
22 to 28
June.

LIEUTENANT COOK'S PRIVATE LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Friday, June 22 ..	S.E.	Fresh breezes and fair weather. At warped the ship a little higher up the leak. At 8, being then high water, 13 feet 6 inches. At 2 a.m. as a man's flat was sticking in her bottom. Her false keel was gone, and part of the sheathing from off the larboard bow, besides other damages of less moment, for we have great reason to think that she hath no other leak of consequence, for, while the tide kept below this, the ship made no water. At 9 the carpenters began to work upon her. Some hands employ'd digging a well for fresh [water], while others were employ'd repairing the sails, rigging, &c.
Satd., June 23 ..	do.	Do. weather. Carpenters emp'd shifting the damaged planks, so long as the tide would permit them to work; the armours in making bolts, nails, &c.; cooper in repairing the coaks; sailmakers, the sails; and seamen in digging wells and scrubbing the ship's bottom. In the a.m. made three hauls with the sail, and caught only three fish, which were given to the sick.
Sunday, June 24 ..	do.	Strong breezes and fair weather. P.M.—The carpenters finished the starboard side, and at 9 heel'd the ship the other way, and haul'd her a little off for fear of neeping. A.M.—The carpenters emp'd repairing the sheathing on the larboard side. In one place under the fore chains, about 8 strokes from her keel, we found 2 planks cut half thro'.
Mond., June 25 ..	E.S.E.	Fresh breeze and fair weather. Carpenters emp'd repairing the planks and sheathing under the larboard bow, and, at low water, found part of the sheathing gone on the larboard side and the main chains, and one or two planks a little damaged, but here the tide doth not ebb out enough to come at this to repair it. In the a.m. a party of men was emp'd ashore filling water, and some hands in overhauling the rigging.
Tues., June 26 ..	S.E.	Do. weather. At low water in the p.m. the carpenters finish'd under the larboard bow, and in every other place that they could come at; lashed some coaks under the ship's bows in order to help to float her, and at high water, in the night, attempted to heave her off, but could not, she not being afloat. In the a.m. employ'd getting coaks ready to lash under her bottom, in order to float her off the next night tide, which I am much afraid we shall not be able to accomplish now the tides are taking off.

LIEUTENANT COOK'S PRIVATE LOG. —continued.

Day and Month.	Winds.	Remarks, &c.
1770. Wed., June 27 ..	S.E.	<p>and r. w ice</p> <p>The armourer emp'd in filling few hauls with the stock and such as were weak and ailing.</p> <p>For the ship's bottom in order to float her at all hopes of getting her off until the next articles from aft, forward, to ease the ship. stocking one of the spare anchors; seamen up the harbour with the pinnace and made a different sort of fish, which were given to</p>
Thurs., June 28 ..	S.E.	<p>Fresh breezes and cloudy weather. All hands emp'd as yesterday.</p>
Friday, June 29 ..	do.	<p>Do. weather. Some of the gentlemen some men this afternoon to gather could not eat. This night Mr. G. 24 53' 53" apparent time a.m. The 30th in the p.m., at 5h 1' 23"; the c is west of Greenwich. In the a.m.</p> <p>found some wild yamms, I sent well, boll'd, but the roots we at satellite, which happen'd at according to calculation, on the ' of longitude, which this place nds hauling the main.</p>
Sat., June 30 ..	do	<p>Moderate breezes and clear serene weather. In the p.m. the longboat return'd from hauling the main, having caught as much fish as came to a pound and a-half a man. In the a.m. I sent her again to haul the main, and some hands to gather greens; the rest employ'd in refitting the ship, &c.</p>
Sunday, July 1 ..	....	<p>Do. weather. In the p.m. the people return'd from hauling the main, having caught as much fish as came to 2½ pound a man—no one on board having more than another. In the a.m. a party of men, one from each mess, went again a fishing, and all the rest I gave leave to go into the country.</p>
Mond., July 2 ..	S.E. Westerly; Easterly.	<p>Gentle breeze and clear weather. In the morning had a breeze from the land for the first time since we have been here. Early in the a.m. sent the master with the pinnace out to sea to sound about the shoals lying in the offering. At low water lashed several empty casks under the ship's bows in hopes of floating her the next high water.</p>

1770

27 June to
2 July.

1770

3 to 8 July.

LIEUTENANT COOK'S PRIVATE LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Tues., July 3	S.E. b. E. and S.E.	Fore and middle parts, gentle breezes ; remainder, a fresh gale. In the p.m. the fishing party return'd, having caught as much fish as came to 2 pound a man. At high water try'd to heave the ship off, but did not succeed. At noon the master return'd, and reported that he had a passage out to sea between the shoals ; he brought on board with him a quantity of large cockles and other shell-fish that he got from off one of the shoals, with which it seems they very much abound.
Wed., July 4	S.E.	Strong gales and fair weather. In the p.m. the fishing party met with the usual success ; at high water hove the ship afloat, and landed the empty casks, &c., that were under her bottom. In the a.m. employ'd trimming the ship upon an even keel, in order to lay her ashore to try to come at her bottom on the larboard main chains.
Thurs., July 5	S.E. and E.S.E.	Strong breezes and fair weather. In the p.m. hauled the ship over, and at high water laid her upon the sand-bank on the south side of the harbour. Attended her at low water, but the tide did not fall far enough to come at any part of her bottom.
Friday, July 6	S.E.	Do. weather. At low water in the p.m. had hardly 4 feet of water under the ship, yet could not repair the sheathing that was beat off, the place being all under water. One of the carpenter's crew went down and examined it, and found three streaks of the sheathing gone about 7 or 8 feet long, and the main plank a little rubbed. This account agrees with the report of the master and several others that were under her bottom before, and, as I now found that it would be difficult, if not impracticable, for us to come at it, I resolved to spend no more time about it. Accordingly, at high water, we haul'd her off and warp'd alongside of the bank were the stores, &c., lay, and in the a.m. got ready to take them on board ; carpenters caulking the ship's sides.
Sat., July 7	S.E.	Fresh gales and fair weather. P.M.—Employ'd stowing the after hold with water and provisions ; some hands hauling the sains, who had but bad success. In the a.m. employ'd getting on board the coals and other articles.
Sund., July 8	do.	Do. weather. In the p.m. got on board all the coals ; a gang of men hauling the sains, who caught only between 30 and 40 pounds of fish, which were equally divided amongst all hands. Since the ship has been afloat the carpenters have been employ'd in caulking the sides, and the armourer and his mate have been every day at work with the forge, making and repairing sundry articles in the iron way. Early in the a.m. I sent the master with a boat out to sea to sound again among the shoals, for the account he gave me of the chann'l before mentioned was by no means satisfactory, and a party of men were sent to haul the sains ; the rest were at their own disposal.

LIEUTENANT COOK'S PRIVATE LOG continued

Day and Month.	Winds.	Remarks, &c.
1770. Monday, July 9 ..	S.E. Calm. S.E.	Gentle breezes and clear weather. In the evening the master return'd, he and yet had shoals without him. In his way back he touched upon on turtle, three of which he caught, and might have got many more but had nothing but a boat-hook to strike them with. This occasioned my sending him again this morning, properly provided. The rest of the seamen employ'd getting on board stone ballast; carpenters, sailch, and coopers at their respective employments.
Tuesday, July 10 ..	S.E. West. S.E.	Do. weather. Employ'd hoisting on board and stowing away the ground tier of water. In the a.m. open'd and air'd some casks of bread, a part of each we found but in a bad condition, and yet, bad as it is, we shall be oblig'd to eat it. About noon we had an interview with 4 of the natives, who came first alongside of the ship in a small canoe, and afterwards landed and sit down along with us, but would not come on board.
Wed., July 11 ..	....	Gentle breezes and clear weather. Employ'd getting on board water, stores, &c., and airing the bread. In the night the longboat return'd with one turtle and a few shell-fish. The yawl, with six hands, was left to try to catch more. In the morning 4 of the natives made us another short visit.
Thurs., July 12 ..	....	Do. weather. All hands employ'd as yesterday. At 2 in the a.m. the yawl return'd with three turtle and a large skat. After breakfast I sent her out again.
Friday, July 13 ..	S.E. Calm. Westerly. S.E.	Gentle land and sea breezes, and fair weather. In the p.m. got all the bread air'd, amounting to 27 butts, or 81c. Og. 00b., five hundred and sixty pound of which was so bad that it could not be eat, and about the same quantity very much d upon the rocks. In the elieve, was owing to the casks being wet when the ship was ashore i the anchor and the most of our water. At noon the yawl return'd with one turtle and a
Sat., July 14 ..	S.E.	Gentle breezes and hazy weather. In the p.m. got on board all the water and bread, and part of the boatswain's stores. In the evening sent the yawl out again for turtle. In the a.m. employ'd airing the spare sails, and getting stone ballast into the bread-room.
Sunday, July 15 ..	do. East.	Do. weather. Employ'd in the p.m. in getting on board the sails and sundry other articles. In the a.m. I sent the pinnace out to sea to look for turtle, and the longboat to haul the sein, the latter of which return'd at noon with about 60 pounds of fish.

1770

9 to 15 July.

1770
16 to 22 July.

LIEUTENANT COOK'S PRIVATE LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Monday, July 16 ..	East. Calm. N.E.	Fore and latter parts, gentle breeze; middle, foggy and calm. In the evening the yawl came in with 4 turtle, and soon after went out again, but the pinnace did not return as I expected. In the a.m. employ'd getting on board the cables.
Tues., July 17 ..	S.E.	Fresh breezes and fair weather. In the p.m. employ'd as above. In the evening the pinnace return'd with three turtle, two of which the people in the yawl caught and sent in by the pinnace. In the a.m. stay'd the masts and set up the fore-rigging. Last night, at 7h 41' 17" in the p.m., we observed an emersion of Jupiter's first satellite, which gave the difference of time between this place and Greenwich 14h 18' 35"—214° 53' 45" of longitude. The observation made on the 29th of last month gave 214° 42' 30". The mean is 214° 48' 7½" which this place is west of Greenwich.
Wed., July 18 ..	E.S.E.	Gentle breezes and fair weather. In the p.m. I sent the master and one of the mates in the pinnace to the northward to look for a channal clear of the shoals that way. Got on board the booms, &c. In the a.m. bent the sails and set up the topmast rigging.
Thurs., July 19 ..	S.E.	Do. weather. In the p.m. the carpenters finish'd caulking the outside of the ship. Seamen employed in getting everything in readiness for sea.
Friday, July 20 ..	S.E.	Frisb breeze and fair weather. In the p.m. took down the forgo and got everything on board the ship, new berthed her, and let her swing with the tide. In the night the master return'd and reported that there was no safe passage for the ship to the northward.
Satd., July 21 ..	S.E.	Fresh breezes and cloudy weather, with some showers of rain in the p.m. In the p.m. sent a boat to hawl the sail, which return'd with as much fish as came to 1½lb. a man. The yawl came in with one turtle, which was caught in the nett, for it blew too hard for the boat to strike any. Carpenters employ'd in overhauling the pumps and repairing the boats, and as the wind would not permit us to sail I sent the boatswain with some hands ashore to make rope, and a petty officer with two men to gather greens.
Sund., July 22 ..	S.E. E.S.E. S.E.	Fresh breezes and fair weather. Employ'd, as yesterday, fishing, &c., and in the a.m., as the wind would not permit us to sail, I sent the yawl out to strike turtle, and some people into the country to gather greens.

LIEUTENANT COOK'S PRIVATE LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Monday, July 23 ..	S.E.	Do. weather and a fresh of wind in the S.E. quarter, which so long as it continues will confine us in port. Carpenters employ'd caulking the quickwork of the ship. Seamen employ'd making rope and sundry other duties.
Tuesday, July 24 ..	S.E.	Do. weather. Employ'd as above, and fishing, but in this had but little success.
Wed., July 25 ..	S.E.	Winds and weather still continue the same. In the evening the yawl came in, having not been able to strike on turtle on account of the blowing weather.
Thurs., July 26 ..	S.E.	Do. winds and weather. Such people as can be spared from the necessary duties of the ship are employ'd in fishing, gathering greens, and other refreshments.
Friday, July 27 ..	S.E. by E.	Very fresh gales and fair weather. Carpenters still at work caulking the ship, a party of men hauling the sail, another cutting and making brooms, and another wooding and watering.
Saturday, July 28 ..	S.E.	Fresh gales and fair weather. The people employ'd as yesterday; the carpenters finished caulking the ship.
Sunday, July 29 ..	S.E. Calm. West. S.E.	Fresh gales until 6 a.m., at which time it fell calm, and soon after had a light land breeze. Upon this I sent a boat to see what water was upon the bar (it being 2 hours ebb), and hove up the anchor in order to put to sea, but, upon the return of the boat, came too again, as there was six inches less water upon the bar than what the ship draw'd; after this I sent the yawl to look for turtle, as those we had got before were nearly all expended.
Monday, July 30 ..	S.E.	Fresh gales and fair weather in the p.m., the remainder hazy with rain.
Tuesday, July 31 ..	S.E.	Fresh gales and going to unne found it blow most part of the night. At 2 o'clock in the a.m. we were at of the harbour, but upon my going first out in a boat I fast; some hands employ'd fishing, &c.
Wed., Aug. 1 ..	S.E. E.S.E.	Strong ray, any with of wind and rain. In the p.m. the yawl came in with a sting-ray and a whip-6 lb.; it blow'd so hard all the time they were out that they could not strike repairing the boats and overhauling the pumps; some hands employ'd fishing accom.

1770

28 July to
1 Aug.

Day and Month.	Winds.	Remarks, &c.
1770. Tuesday, Augt. 7	S.E. S.E. b. N.	Strong gales and cloudy weather. At low water in the p.m. kept a look out at the masthead to see for a passage between the shoals, but could see nothing but shoals and breakers as far out to sea as we could see, so that I am even at a loss which way to proceed when the weather grows moderate. At 11 o'clock found the ship drove. Bore away to a cable and one-third, which brought her up; but in the morning the gale increased, and she drove again, which obliged us to let go the small bower, and to veer away to near a whole cable on it, and 2 on the best bower, and even this did not bring her up, for she still kept driving, tho' but very slowly; upon which we got down the topgallant mast, struck yards and topmast, and made all snug. After this she rid fast; but, least she should start again, we got the sheet and casting anchor over the side all ready for letting go, for there were breakers not far to leeward of us, which made our situation none of the best.
Wednes., Augt. 8	S.E. b. S. and S.S.E.	Strong gales all this day, but rather more moderate in the latter than the former part, yet not so as to permit us to get up yards and topmasts.
Thurs., Augt. 9	S.S.E.	The weather being something moderater, we in the p.m. got up the topmast, but kept the lower yards down. In the a.m. we began to heave in the cables, thinking to get the ship under sail, but it blowed so fresh that with all our strength we could hardly heave ahead, and at last was obliged to lay fast.
Friday, Augt. 10	S.E. b. S.	Fresh breezes and cloudy. In the p.m. took up the small bower anchor, and hove in to a whole cable on the best bower. At 3 a.m. got up the lower yards, and at 7 weigh'd and stood in for the land in order to get within three small islands,* which bore from us N.N.W., intending now to seek a passage to the northward. The master was as far as these islands in the pinnace while we lay in port. At 9 o'clock we pass'd them at the distance $\frac{1}{4}$ of a mile, depth of water 12 f'm; Cape Bedford bore S. b. W. $\frac{1}{4}$ W., distant 4 leagues. Seeing more islands to the northward, we shaped a course betwecn them and the main. These islands are 6 in number, 3 high and 3 small and low.† The northernmost is the largest and highest, and bore from us at noon N.N.E., distant 3 or 4 leagues. At the same time the north extrem of the main in sight bore N. 73° West. Latitude observ'd, 14° 51' S.; depth of water, 14 fathom; fresh breeze, and cloudy, hazy weather. Got up topgall't masts.

* See Note 66, post, p. 168.

† See Note 67, post, p. 169.

1770
7 to 10 Aug.

1770
11 Aug.

LIEUTENANT COOK'S PRIVATE LOG--continued.
SATURDAY, 11TH AUGUST, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	4	..	N.W. b. W.	S.S.E.	Fathoms. 14, 13	Fresh breezes and cloudy hazy weather. At 1 saw some low islands ahead and shoals upon our starboard beam. Some were of opinion (nay positive) that they saw the mainland join all the way to the islands above mentioned. Upon this we haul'd our wind in shore and made the signal for the boat to come on board. At half-past 2 o'clock anchor'd in ½ less 5 fathom under a pretty high point,* which bore from us So. 30° Et. one mile, and the northernmost and largest of the high islands No. 48' East. After this I went ashore and got upon the highest hill, from which I had a view of the sea-coast, which I could see extend away N.W. b. W., with some low islands laying off it, but no such thing was to be seen as land joining to the high islands without. But as the coast appear'd low and flat, and to be shoal a good way off, the ship being safe at anchor, I had a mind to see if I could find a channel farther out to sea among the islands. With this view I set out in the pinnace in the morning for the large island, which I judged to lay 5 leagues off, and sent the master in the yawl to leeward to sound betwixt the low islands and the main. In my way to the island I pas'd over a large reef of coral rocks and sand, and left another of the same kind to leeward.
2	3	..	S.W.	..	12 to 9	
3	1	4	West.	..	9 to 5	
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..

* See Note 68, post, p. 169.

COOK'S LOG—IN THE OFFING.

69

Day and Month.	Winds.	Remarks, &c.
Sunday, August 12	S.S.E. and S.E.	Fresh breezes and fair weather. At past 1 o'clock in the p.m. I landed upon the island, and afterwards went upon the highest part of it, from whence I discovered breakers or a reef or rocks, extending N.W. and S.E. as far as I could see. I judged them to be about two leagues without the island. Between them and it there appear'd to be deep water. There likewise appear'd to be several channelles out to sea among the breakers. As the weather was far from being clear, I resolved to stay upon the island all night, in hopes of having it clearer in the morning, and to have an opportunity to send the boat farther out to sea. Accordingly, at 3 in the morning, I sent her away with one of the mates I had with me to see what water was betwixt the island and the reefs and in one of the channelles, and in the meantime I went again upon the hill, where I arrived by sunrise, but now I found it so hazey that I could not see half so far as the evening before. About noon the mate returned, having been out as far as the reefs, and found deep water all the way, but it blow'd so hard that he durst not venture into one of the channelles, which to him appear'd to be very narrow.
Monday, August 13	S.E.	Fresh breezes and pretty clear weather. In the p.m. I set out for the ship, where I arrived at 7 o'clock, and after consulting with the officers I resolved to weigh in the morning, and endeavour to get out to sea thro' some of the channelles I had discover'd. Accordingly, at 6 in the morning, we got under sail, and stood away to the N.E. for the north end of the great island, leaving the shoals I had passed over and by in the boat to windward and some low islands to leeward. Depth of water in standing out not more than 16 nor less than 9 fathoms. At noon the body of the great island, which I named Lizard Island, bore S.E., distant one mile. Lat'de obser'd, 14° 38' S. Depth of water, 14 faths. This island affords fresh water and good anchorage under the N.W. side.

1770

12 & 13 Aug.

1770

14 Aug.

LIEUTENANT COOK'S PRIVATE LOG—continued.

TUESDAY, 14TH AUGUST, 1770.

H.	K.	F.	Course.	Winds.	Remarks, &c.
1	Fresh of sea to the N.E. $\frac{1}{2}$ N., 10 miles.
2	..	..	N.E. $\frac{1}{2}$ E.	S.E. $\frac{1}{2}$ S.
3	1	..	..	..
4	2	..	..	..
5	2	..	..	..
6	2	..	E.N.E.	S.E.	Wore. The ship makes now as much water as one pump will free.
7	4	0	..	Wore	
8	3	4	Shorten'd sail	Wore	
9	2	4	S.S.W. $\frac{1}{2}$ W.	Wore	Wore.
10	3	5	E.N.E.	Wore	
11	2	4	..	..
12	2	2	S.S.W.	..	Made sail and bore away, and got toge't yards up. Lizard Island bore S. b. W. $\frac{1}{2}$ W., dist. 9 leagues.
1	2	6	E.N.E.	..	
2	2	6	..	..
3	2	3	S.S.W.	..	Set the studding sails.
4	2	3	E.N.W.	..	
5	2	3	..	..
6	2	5	N.W.	..	Fresh gales and clear. Lat'de obs'd, 13° 40' S.
7	5	5	..	..
8	5	5	..	..
9	5	5	Lat'de in, 13° 40'.
10	5	5	..	..
11	5	5	..	..
12	5	5	

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 15TH AUGUST, 1770.

COOK'S LOG—OUTSIDE THE BARRIER REEF.

71

1770
15 Aug.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	6	N.W.	S.E.	Fresh gales and clear weather.
2	5	6	..	..	The ship makes as much water as one pump will free.
3	5	6	..	..
4	5	6	..	..
5	5	6	..	..
6	5	6	..	..	Shorten'd sail and brought too; maintop-sail to the mast. Sounded, but had no ground.
7	..	..	up N.E. b. E.	off N.E. b. N.	
8	..	..	..	..
9	..	..	up N.E. ½ E.	off N.N.E.	
10	..	..	..	..
11	..	..	..	..	Do. w'r.
12	..	..	..	..
1	..	..	up N.E. b. E.	off N.E. b. N.	
2	..	..	..	..
3	..	..	..	..	Wore.
4	..	..	..	..	Made all sail.
5	..	..	up S.S.W.	off S.W.	
6	1	3	West	S.E.	
7	4	7	..	..
8	4	7	..	..
9	5	..	..	..
10	5	..	..	..
11	4	7	..	..	Fresh breezes and clear wea'r. Lat'de ob'd, 13° 2' S.
12	4	4	..	..

1770

16 Aug

LIEUTENANT COOK'S PRIVATE LOG—continued.
THURSDAY, 16TH AUGUST, 1770.

H.	E.	F.	Courses.	Winds.	Remarks, &c.
1	4	7	West	E.S.E.	Modern
2	5	6	..	..	saw
3	3	4	..	..	the l
4	3	4	..	..	abre
5	3	5	..	..	could
6	2	..	W.N.W.	..	reel.
7	1	3	N.N.E.	E.	tell calm. Soon after 4 o'clock heard and saw breakers close to the westward of us, having a
8	3	..	N.N.E.	E. h. N.	swell rowing in right upon them, and not a breath of wind to help us, and the depth of water
9	3	2	..	..	was under repair, and
10	3	3	..	..	and got the longboat
11	3	..	..	..	which, with the help of
12	3	..	..	..	up the pinnae, she was
1	3	..	..	..	and the ship within 50
2	3	..	..	..	id to be within the swell
3	3	..	S.S.E.	E.	ed at this very juncture
4	3	..	..	..	l us about half a cable's
5	..	..	..	..	after we saw a small
6	..	..	..	..	in his making the signal
7	..	..	..	..	to other hopes of saving
8	..	..	..	..	her, but as soon as we came before the opening we found it impossible to get in by reason of a
9	..	..	..	..	strong ebb tide setting out, and the mate return'd with but an unfavourable account of it, we
10	..	..	..	..	low'd off again. This stream of tide set away to the S. E., and was a great help to us in clearing
11	..	..	..	..	another point o
12	..	..	..	..	could not keep
1	..	..	..	..	noon had tow'd
2	..	..	..	..	small hopes of
3	..	..	..	..	southermost an
4	..	..	..	..	obs'd, 12° 37' S.

* See Note 69, post, p. 109.

† See Note 70, post, p. 100.

‡ See Note 71, post p. 109.

Day and Month.	Winds.	Remarks, &c.
770. Friday, Augt. 17..	Calm. E.N.E.	Calm and light airs, with clear weather. About noon, or before, we discovered an opening in a bight of the reef, which I sent Lieutenant Hicks to examine. At 2 o'clock in the p.m., he return'd with a favourable account of it; upon which it was resolved to try to secure the ship in it, which we did not in the least doubt of, as the flood tide was now made; the opening bore from us at this time W. b. S., distant — miles, which, with the help of our boats, a flood tide, and a light aire of wind which now sprung up at E.N.E., we soon reach'd, and found a rappld tide seting in. Being got within the entrance, we steer'd W.S.W. 2 miles through the channel, which is from $\frac{1}{4}$ to half a mile broad, having two boats ahead sounding; depth of water from 30 to 13 fathom, mostly foul ground, especially in the channell. At 4 o'clock anchor'd within all the reef in 19 fathom water. Corally and a shelly bottom, distant from the mainland about 8 leagues, the northernmost of which that we could see bore from us N.W. $\frac{1}{4}$ W., and the cannell E.N.E., distant 10 miles. In the a.m., as the wind would not permit us to return by the way we came in, neither did I think proper to weigh untill the pinnace was repair'd. I sent the master to the reef with all the other boats to see and get what refreshments were there to be got, and in the meantime the carpenters were employ'd upon the pinnace, and the sailmakers in repairing the sails. At noon, latitude observ'd, 12° 38' S.

1770
17 Aug.

1770
18 Aug.

LIEUTENANT COOK'S PRIVATE LOG--continued.
SATURDAY, 18TH AUGUST, 1770.

H.	K.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	E.N.E.	Fathoms.	Gentle breezes and pleasant weather.
2	The boats return'd with about 240 lbs. of shell-fish, being the meat of large cockles and clams.
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	Weight'd and came to sail. The yawl ahead sounding.
2	Gentle breezes.
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	2	..	N.W. b. W.	E.S.E.	16, 10, 14	
8	3	..	..	..	13, 10, 15
9	2	6	..	..	17, 20
10	2	..	N.W.	..	24, 27	
11	2	2	N.W. 1/4 W.	..	15, 10	
12	2	..	N.W. 1/4 N.	..	27	
Latitude, 12° 28' S.						Noon { The mainland extending from S. b. W. to N. 71° W't; distant from the nearest part 5 leagues. Some small islands extending from N. 40° W't to N. 54° West.* A shoal which we past close by S.E. b. E., distant 2 miles. The main reef seen without us from the masthead, and several reefs or shoals between us and the main.

* See Note 72, post, p. 169.

LIEUTENANT COOK'S PRIVATE LOG—continued.
SUNDAY, 19TH AUGUST, 1770.

H.	E.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	2	3	N.W. by N.	S.E. by E.	Fathoms.	<p>also of art ab he and ig near high-water. When at anchor the northernmost land in bore N. 40° West; distance, 5 leagues.</p>
2	1	4	North.	..	17	
3	1	6	N.N.E. by E.	..	18	
4	2	4	North.	..	17	
5	3	6	Between N. and West, round- ing.	..	15, 8	
6	2	6	W. by S.	..	23	
7	1	6	..	..	35
8	..	..	..	..	13
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	<p>Wigh'd and stood away to the N.W., hauling up for one shoal and bearing up for another, having two boats ahead sounding and officers at the masthead looking out. The main- between us and it, west side of a large in order to weather at anchor, which b lay too for them, I main 2 leagues. I</p>
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
13	..	..	..	..	..

1770
19 Aug.

1770
20 Aug.

LIEUTENANT COOK'S PRIVATE LOG—continued.
MONDAY, 20TH AUGUST, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	4	N. b. W.	E.S.E.	Fathoms. 16, 18	Gentle breezes, with some few show'rs. $\frac{1}{2}$ -past noon, having got the yawl in tow and the pinnace ahead, made sail. At 2 bore up for 3 islands and som shoals, and steer'd for the northernmost island in sight, on the N.E. side of which we anchor'd at 7 o'clock in 16 fm. water. Distant from the island, one mile.*
2	3	3	..	..	..
3	2	..	N.W. b. N.	..	..
4	1	6	N.W. b. W.	..	23	
5	3	6	..	..	..
6	3	4	..	..	..
7	2	..	N.W. $\frac{1}{2}$ N.	..	..
8	1	6	N.W.	..	22, 20	
9	3	..	..	..	18, 16
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	Wigh'd and came to sail with a fresh breeze, and steer'd in a parallel direction with the main for the northernmost island in sight. At 8 o'clock haul'd up in order to weather a large shoal, which lay to leeward of us ; having got clear of it, we edged away, and run to leeward of the isl'd, and then steer'd away for 2 more islands, which appear'd ahead, leaving several shoals on both sides of us. At noon we were ab't 4 leag's from ye m'n, and in the lat'de 11° 23' S.
2	..	..	..	East.	..
3	..	..	N.N.W.	..	16, 15, 14
4	..	..	..	..	15
5	..	..	N. $\frac{1}{2}$ W.	..	15
6	..	..	N.N.E.	..	..
7	..	..	S.W. b. S.	..	18
8	2	6	N.W.	..	..
9	1	..	N.N.W.	..	19	
10	2	..	N.N.E.	..	20	
11	1	..	N. $\frac{1}{2}$ E.	..	18	
12	4	..	..	..	..

* See Note 73, post, p. 169.

COOK'S LOG—ROUND CAPE YORK.

77

LIEUTENANT COOK'S PRIVATE LOG—continued.
TUESDAY, 21st AUGUST, 1770.

H.	M.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	..	N. b. E.	S. E. b. S.	Fathoms.	Fresh breeze and clear weather. At 1 bore up and ran to leeward of some small islands.
2	3	..	North.	..	17 no ground	
3	4	4	N. W. b. N.	..	16, 16	High land seen from the mainmast, bearing N. N. W. $\frac{1}{2}$ W., which we took to be part of the main.* Anchor'd in 13 fathom soft ground, 4 or 5 leagues from the main.
4	4	2	N. N. W.	..	16	
5	4	2	N. W. b. N.	..	17, 18, 16	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
6	4	4	N. W. b. N.	..	15, 16, 13	
7	2	2	N. b. W.	..	13, 14, 13	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
8	3	..	..	..	..
9	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
10	..	..	..	..	..
11	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
12	..	..	..	..	..
1	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
2	..	..	..	..	..
3	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
4	..	..	..	..	..
5	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
6	..	..	..	..	..
7	3	..	N. N. W.	E. b. S.	13, 14, 15	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
8	3	..	..	..	13 to 15	
9	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
10	..	..	..	..	..
11	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
12	..	..	..	..	..
1	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
2	..	..	..	..	..
3	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
4	..	..	..	..	..
5	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
6	..	..	..	..	..
7	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
8	..	..	..	..	..
9	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
10	..	..	..	..	..
11	..	..	..	..	..	Wigh'd and discovered and hoist sound to the yawl boat to see to be an ob'd, 10'
12	..	..	..	..	..

* See Note 74, post, p. 160.

1770
21 Aug.

1770

2 Aug.

LIEUTENANT COOK'S PRIVATE LOG—continued.
WEDNESDAY, 22ND AUGUST, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	4	W. b. S.	E. b. S.	Fathoms.	Gentle breeze and clear weather. The other boats to come on board a passage we had just d- past 2, the yawl being about some rocks in the passage, which lay between the islands to the northward of the others, while we followed with the ship. At 4 o'clock anchor'd about a mile within the passage and between the islands, in 9 fathom water, clear ground, distant from the islands on each side about one mile. The extremities of the main, on the S. W. side of the passage, bore S. 43° West, and the southernmost point of the islands on the N. W. side bore S. 76° West. Betwixt these two points we could see no land, so that we were in great hopes that we had found a passage into the India Sea; but, in order to be better inform'd, I landed with a party of men on the island which [lies] on the S. E. side of the passage, where from a hill I could see no land in the above direction. Before and after we anchor'd we saw a good many of the natives upon this island, but they all fled upon my landing. A little before sunset I took possession of the country in his Majesty's name, and fired 8 volleys of small arms on the occasion, which was answer'd from the ship.* High-water at 4 o'clock; the flood sets S. W., and ebb the contrary; the latter runs 3 k. and 2 ft. pr. hour. At 10 a.m. weigh'd and came to sail and stood to the S. W., pinnace ahead sound- ing.
2	Laying too,		head to the S. W.		14, 12, 12	
3	2		W. S. W.		11, 10	
4	2		S. W. b. W.		9, 8, 7	
5	2				7, 6, 4½, 6	
6	2				6½	
7	2					
8	2					
9	2					
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99	2					
100	2					

* See Note 75, post, p. 160.

E X T R A C T

FROM THE

LOG-BOOK OF THE “ENDEAVOUR,”

LIEUTENANT JAMES COOK,

COMMANDER,

FROM MAY, 1768, TO JULY, 1771.

BEING THE PORTION WHEREIN THE

DISCOVERY OF THE EASTERN COAST OF AUSTRALIA

IS RECORDED

IN THE SHIP'S BOOKS.

MUSEUM BRITANNICUM, EX LEGATO J. BANKS, BART.

(ADDITIONAL MSS., 8,959)

1770
14 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, APRIL 14TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.	
1	..	5	W.S.W.	N.W.	Light airs and fair weather.	
2	..	5	..	..
3	..	5	..	..
4	..	5	..	..
5	..	4	..	..
6	..	4	..	..	Variation by an ampl'd, 11° 28' easterly
7	..	5	..	..	Unbent the old and bent a new foretopsail.
8	..	5	..	..
9	Calm, head to ye W's'ward.					Fair wea'r.
10						
11						
12						
1						
2	1	..	W. b. S.	No.:	Light airs and clear.	
3	1	..	..	..
4	1	..	..	..
5	1	4	..	..
6	1	5	..	..
7	1	2	..	..	Variation by azymuths, 11° 30' easterly.
8	1	6	..	..	The spritsail topsail being found on survey unfit for its proper use, condemn'd it to repair the top-
9	1	..	..	..	gall't sails, also took 50 yards out of one of the ship's tents to repair the second best jibb, there
10	1	5	..	..	being neither canvas nor twine in the ship to spare for that purpose.
11	1	2	..	..
12	1	6	..	..	Lat'de obs'd, 39° 25' So.

177C
15 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	.. 2	W't	N. b. E.	Light airs and fair wea'r.
2	1	.. 3	..	..
3	1	.. 4	..	..
4	1	.. 6	..	..
5	1	.. 6	..	..
6	1	.. 2	..	..	Ditto weather.
7	2	.. 4	..	..
8	2	.. 5	..	..
9	2	.. 6	..	..	Mod. breezes and fair weather.
10	3	..	..	..
11	3	..	..	..
12	3	..	..	..
1	4	2 2	..	N. b. W.	
2	4	..	W. & S.	N.N.W.	
3	4	..	W. b. S.	..	
4	4	..	..	..
5	4	..	..	..	Fresh breezes and fair wea'r.
6	4	.. 3	W. b. S.	..	
7	4	..	..	..
8	4	..	..	..
9	5	..	..	..
10	5	.. 4	..	..	In 1st reef topsails.
11	5	.. 6	..	..	Saw some flying fish.
12	5	..	..	..	Lat. obs'd, 39° 30' So.

1770
16 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
MONDAY, APRIL 16TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	4	W. b. S.	N.W. b. N.	Fresh gales and cloudy weather.
2	5	6	..	..
3	5	6	..	..
4	5	6	..	..
5	6	..	..	..	Lost a log and two lines.
6	5	..	..	..
7	4	5	..	N.N.W.	Sounded 130 fa'm; no ground.
8	4	4	..		
9	4	4	..	..
10	4	..	..	..
11	4	3	..	..	Do. do.; no do.
12	4	2	..	..
1	4	2	..	..	Do. 100 do.; no do.
2	4	3	..	..
3	4	4	..	..	Do. 80 do.; no do.
4	4	3	..	..
5	4	..	..	..	Out 1st reel, foretop-sail.
6	3	..	..	No.	
7	3	2	..	..
8	3	2	..	..
9	4	..	W't	..	
10	4	4	W. b. S. ½ S.	N. b. W.	
11	4	3	W. b. S. ½ S.	N.W. b. N.	A fresh breeze and cloudy hazy wea'r.
12	4	3	W. ½ S.	..	Lat'de obs'd, 89° 45'.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, APRIL 17TH, 1770.

COOK'S LOG—APPROACHING NEW HOLLAND.

85

1770
17 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	4	4	W.S.W.	N.W.	Mod't gales and cloudy, hazy weather; at 1 in 1st reef main and mizen tops'ls; sounded with 80 fam's of line, no ground.
2	4	4	S.S.W.	Variable.	Thunder to the so'ward; wore ship.
3	1	2	S.	W.S.W.	Do. weather.
4	3	4	N.W.	..	Fresh gales with hard squalls; close-reef'd the fore and main and handed the mizen topsails; sounded—no ground at 140 f'm.
5	4	..	..	..	Wore ship.
6	3	..	..	..
7	3	..	..	..
8	3	..	N.W. b. N.	W. b. S.	
9	3	2	S.	W.S.W.	
10	3	3	..	..
11	3	4	S. b. W.	W. b. S.	
12	3	3	N.W. b. N.	..	Fresh gales, with passing squalls of light rain, lightning to the northward; wore ship.
1	3	2	..	..
2	3	..	N.N.W.	West.	Do. weather; wore ship
3	3	2	..	..
4	3	..	S. b. E.	Variable.	
5	3	..	S.S.E.	..	
6	4	..	S.	..	
7	4	..	..	..
8	3	..	..	..	Dark, cloudy, hazy, variable weather; sometimes fresh puffs, others light airs and rain; a heavy swell from the westward.
9	..	..	W.N.W.	Variable.	Calm; head from N. to W.
10	1	..	N.W. b. N.	..	Out all reefs, fore and 8rd and 2nd reef main topsails and sett mizen tops'l, single-reef'd; mod't breezes and fair wear; swell from the w'tward.
11	1	..	..	..	Lat'd obs'd, 39° 36' So.
12	1	4	N.W.	..	

1770

18 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, APRIL 18TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	4	4	W.N.W.	S.W.	Squally, with rain.
2	4	5	W. b. N.	S. W. b. S.	Strong gales; close-reef'd the topsails.
3	4	..	W.	S.	Handed the main topsail.
4	4	..	..	..	Got down top-gall't yards.
5	4	..	..	..	Saw a Port Egmont hen.*
6	4	..	..	..	Handed the mainsail; carried away the collar of the main topmast staysail stay.
7	2	6	..	..	Hard gales and squally, with rain; sailing with the foresail, mizen staysail, and mizen sett.
8	2	4	..	..
9	3	2	..	..
10	3	..	..	..	Swell from the S.S.W.
11	2	6	..	S. b. W.	
12	2	4	..	..	Do. weather; sounded; no ground with 120 fa'm line.
1	3	..	..	S.	
2	3	..	..	..	Do. do. with do. of do.
3	3	..	..	S. b. E.	
4	3	2	..	..	Do. do. do.
5	3	3	..	..	Set the mainsail; saw a pintada bird and sev'l black sheerwaters and albatrosses.†
6	3	3	..	..
7	3	3	..	..	Set the foretopsail.
8	3	3	W. b. N.	S. b. W.	
9	3	4	..	..	This day the carp'rs finished the yawl, having been employ'd ever since the 9th this instant.
10	4	..	W.N.W.	S.W. b. S.	
11	4	2	W. b. N.	S S.W.	Set the main topsail.
12	4	5	..	..	Lat. obs'd, 38° 45' S.

* See Note 2, post, p. 159.

† See Note 3, post, p. 159.

1770
19 April.

H.	K.	F.	Course.	Winds.	Remarks, &c.
1	5	..	W.	S. b. W.	Fresh gales and squally, with a great sea from the S'ward.
2	5	..	W. ½ N.	S.S.W.	A great number of porpoises about the ship.
3	6	..	..	..
4	6	..	..	..
5	6	..	..	..	Handed the topsails.
6	5	4	..	..
7	2	5	W. b. S.	S. b. W.	
8	2	4	W.	S.S.W.	
9	3	..	W. ½ N.	..	
10	3	..	W. ½ N.	..	
11	3	..	W. ½ N.	..	
12	3	..	W. ½ N.	..	
1	..	..	lay too up W. b. S. }	off W.N.W.	Squally, with flying showers of rain; haul'd up the mainsail and lay too. Sounded, no ground at 130 f'm of line. At 1 set the mainsail.
2	3	..	W. b. N.	S.S.W.	
3	3	..	..	..	Fresh gales and fair weat'r.
4	3	..	..	..	Sett the topsails.
5	3	..	..	..	Saw the land making high, bearing from N.E. b. N. to W. b. S.; dist'ce off the nearest shore, 7 or 8 leagues; out all reefs and made sail.*
6	3	4	..	..
7	4	5	..	..	Bore up for the land.
8	4	2	..	..	Variation p'r sev'l azymuths, 8° 07' E.
9	5	2	N.E.	..	Bent the best mainsail and main topsail.
10	4	..	N.E. b. E.	..	Att noon { A fresh gale and cloudy squally weat'r, with some small rains; the ext's of the land in sight from N.W. b. W. to E. b. N.; a remarkable point N. 12° E. † Lat'd observ'd, 87° 50' So.
11	4	..	..	..
12	4	3	E.N.E.	..	

* See Note 4, post, p. 159.

† See Note 5, post, p. 159.

1770
20 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
FRIDAY, APRIL 20TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c
1	5	..	E. b. N.	S. W.	Fresh gales and cloudy, with passing squalls and small rains ; at 1 sett steering sails.
2	6	..	N.N.E.	..	
3	5	3		..	
4	6	2	..	..	Squally, rainy weather.
5	5	..	..	..
6	5	5	..	..	Sound'd in 56 fa'm ; ye northermost, N. † E., an island, W. 6 miles.*
7	}	..	up S. b. W.	off S.S.E.	Bro't too, main tops'l to ye mast.
8					Sound'd, 69 fa'm.
9					Wore ship.
10					
11	}	..	up N.W. b. W.	off N.N.W.	Sounded, 63 fa'm ; fresh gales and cloudy, with flying squalls of rain.
12					
1	}	..	up W.N.W.	off N.W.	70 fa'm.
2					68 fa'm ; made sail.
3					Fresh breezes and clear wea'r ; saw land making like an island, bearing N.N.W.
4	4	1	N.N.W.	S. W. b. W.	
5					
6	5	2	N.W. b. N.	..	Variat'n p'r azymuths, 10° 20' East.
7	5	6	..	W.S.W.	The buoys being all expended, the capt'n order'd the coopers to make casks for that purpose.
8	6	..	..	..
9	5	3	..	..
10	5	..	N.N.W.	S.W. b. S.	Set the steering sails ; a swell from the S.S.W.
11	4	4	..	..	Cross'd a strong rippling of a tide or current.
12	3	2	..	..	Ext's of the land from N. 10 W. to S † W. ; shore dist. 4 or 5 leagues ; lat. obs'd, 38° 51' So.

* See Note 6, post, p. 100.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, APRIL 21ST, 1770.

1770
21 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	4	N b. E.	S.	Mod't breezes and pleasant wea'r.
2	3	5	..	..	Saw a smock on the shore.
3	3	6	..	..
4	3	2	North.	..	
5	3	4	..	..	The no'ermost land in sight Nq. Shorten'd sail and in 2nd reefs of the tops'l's. 44 fa'm water, fine brown sand.
6	3	4	..	..
7	2	4	N.N.E.	..	Variation by severell asym'ths, 10° 42' E.
8	1	7	..	..	Little wind and fair. Sounded 56 fa'm, coarse brown sand.
9	2	2	..	..
10	3	..	..	..
11	3	4	..	..	Sounded 70 fa'm.
12	4	..	..	..	Haul'd up the foresail and bro't too. The high land set at noon W. b. N.
1	..	..	up E.S.E.	off Et.	Sounded 90 fa'm, do. ground.
2	..	..	..	..
3	..	..	up S.E.	off E.S.E.	
4	..	..	..	..	65 " Made sail.
5	..	..	N.N.E.	S.S.W.	Out all reefs and made all sail.
6	4	5	..	..
7	6	..	N.N.W.	..	Saw a remarkable peak, bearing N. —, * called Pigeon-house Hill.
8	6	..	..	..	Fresh breezes and fair.
9	6	..	..	..
10	5	..	..	..
11	4	4	N. b. W.	S.	The ext's of the land from N. 1° W. to S. 20° W. Shore dist. 3 or 4 leagues. Lat'd obs'd, 36° 51' S.
12	5	..	..	..

* See Note 76, post, p. 170.

1770
22 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SUNDAY, APRIL 22ND, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	5	No.	So.	Mod. and fine pleas't weather. Saw a smoke on the shore.
2	4	..	..	..	Two small islands, W. b. S. 2 leagues.*
3	4	..	N. b. E.	..	Ext's of the land from S. to N. 15° E. A remarkable bluff head W. b. S.†
4	4	6	N. b. E. † E.	..	Shore dist't 2 leagues.
5	4	3	..	..	In 2nd reefs and shorten'd sail. Sounded 31 fa'm, sandy ground.
6	4	4	E.N.E.	..	Sounded 53 fa'm, do ground.
7	2	..	E.	S. b. E.	" 63 . Haul'd up the fore-sail. Saw a fire on shore
8	2	4	..	..	do. 70 , do. ground. Bro't too, her head off shore.
9	1	..	up S. b. E.	off S.E.	Little wind and cloudy, with rain. Wore ship.
10	1	2	..	off N.W. b. W.	73 fa'm. Stood in for the land.
11	1	..	E. b. S.	..	70 fa'm. Variations p'r azimuths, 9° 50' E.
12	1	..	up S. b. E.	S.W. b. S.	The bluff head set last night S. 56° W. 3 leagues. Saw a ledge of breakers bearing N.N.E.
1	..	..	..	..	These breakers lye off a low island.‡ At 8 light breezes and cloudy, with a swell from the S.E.; shore dist't 4 or 5 miles. Saw severell Indians on the beach.
2	..	..	W.N.W.	..	
3	..	..	..	..
4	..	..	W. b. N.	..	
5	2	2	N.E.	..	
6	2	2	..	..
7	1 } 2 } 2 }	2	..	..
8	1 }	..	N.E.	..	
9	1	4	..	..
10	1	4	N.N.E.	S.S.W.	
11	1	4	..	..
12	1	4	..	..

* See Note 8, post, p. 160. † See Note 77, post, p. 170. ‡ See Note 9, post, p. 160.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
 MONDAY, APRIL 23RD, 1770.

COOK'S LOG—BATEMAN'S BAY.

1770
 23 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	..	N.N.E.	E.	Light airs and fair weather.
2	1	..	..	..
3	1	..	..	..
4	1	..	..	..
5	..	{ 4	N.N.W.	N.E.	Tack'd ship.
6	1	{ 4	S.E.	E.N.E.	The Dromedary S. 18° W. The northern ext't of the land N. 4° E.
7	..	6	E.S.E.	variable.	Sounded; had 74 fath water.
8	1	5	E.b.S.	..	
9	1	..	E.N.E.	N.E. b. N.	
10	2	..	..	N.	
11	2	..	..	..	do. 83
12	2	..	..	..
1	2	3	N.E.	N.N.W.	
2	2	4	..	..
3	2	..	E.N.E.	N.	Tack'd ship.
4	2	..	N.E. b. E.	N. b. W.	
5	3	..	W.N.W.	N.	
6	3	..	..	..	Tack'd ship. 74 fath water.
7	2	4	..	..
8	2	2	..	..
9	1	..	..	..	Light airs and pleas't weather. Shifted the main jeers end for end.
10	1	3	N.N.E.	N.W.	
11	..	4	..	..
12	..	..	..	..	At noon { Ext's of the land from N. 8 E. to S. 27 W. (the Dromedary) The Pidgeon-house Hill N. 49 W. Dist't off shore, 6 leagues. Latit'de observ'd, 35° 36' S.

1770
24 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, APRIL 24TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	..	..	..	..	Calm clear weather. Ship's head all round the compass.
2	..	..	..	..	Light airs.
3	..	..	N.	S.E.	
4	1	..	..	..	Calm. Ship's head to the no'ward.
5	..	..	..	..	The extrem's of the land from N. 9° E. to S. 22° W., and Pidgeon-house Hill N. 49° W. 70 f'm water.
6	..	..	N.E.	N.N.W.	Light airs and fair.
7	1	..	..	..	Do. weather.
8	1	..	..	..
9	1	4	..	..
10	1	4	..	..
11	1	4	..	..
12	1	4	N.N.E.	W.N.W.	
1	1	4	N.	..	Moderate breezes and fair.
2	2	..	..	..	110 f'm water.
3	2	..	..	..	Variation p'r amp'd, 7° 41' } E.
4	2	..	..	..	By sev'l asym'ths, 7° 54' }
5	2	..	N. b. E.	N.W. b. W.	
6	5	..	..	..	A fresh breeze and fair wes'r. A swell from the eastward.
7	..	..	..	..	Employ'd repairing the old mainsail and working up junk.
8	3	6	..	..
9	4	4	N.N.E.	N.W.	
10	4	4	..	..
11	4	4	..	..
12	4	4	N.E. b. N.	N.W. b. N.	At noon { A fresh breeze and remarkable clear wes'r. N. extreme of the land N.W. b. N. Pidgeon-house Hill S. 62° W. A bluff head, near which was two large smokes N. 72° W. Latit'de obs'd, 35° 10' S.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, APRIL 25TH, 1770.

1770
25 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	4	W.S.W.	N.W.	Moderate breezes and fair weather.
2	3	4	So.	W.S.W.	Tack'd ship.
3	3	6	N.N.W.	W.	Variation p'r asym'ths, 9° 15' Et.
4	4	..	No.	W.N.W.	Extremes of the land from N.N.W. to S.W. Pidgeon-house Hill S.W. b. W. ½ W. Dist't off shore 6 or seven leagues. At 6 in 2nd reefs and shorten'd sail. 86 fa'm water. Lightning to the so'ward.
5	4	2			
6	4	..	N. ½ E.	W.	
7	3	..	N.N.W.	W.S.W.	Squally weather. Close-reeft the tops'ls and handed the mainsail.
8	3	..	N.W.	off N.N.W.	Bro't too her head inshore. 120 fa'm water, soft ground.
9	..	..	up N.W. b. W.	off N.W. b. W.	110
10	..	..	up W.	off N.W. b. N.	100
11	..	..	up W.N.W.	..	
12	..	..	..	..
1	..	..	up N.W. b. W.	off N.W.	A strong breeze. Wore ship. 90
2	..	..	up S.E. b. S.	off S.E. b. E.	Wore ship and made sail under the tops'ls.
3	..	..	No.	S.S.W.	
4	3	3	N. b. W.	S.W.	The no'm't land N. ½ W. Out reefs and made all sail.
5	3	3	..	..
6	3	3	..	..	Variation { pr. amplit'de, 9° 38' E. } Mean, 9° 21' E. { pr. asym'ths, 9° 07' E. }
7	4	5	..	..
8	4	4	..	..
9	3	6	..	S.S.W.	Sailm's employ'd on the mainsail. Armourers cleaning the arma. Seamen working up junk.
10	3	3	..	S.S.W.	
11	2	3	N.N.E.	N.W.	At noon { Mod. breezes and fair wea'r. Saw sev'l smoaks on shore, and pass'd large quantity of spawn. Ext's of the land from N. 8 E. to S. 17 W. Shore dist. 3 or 4 leag's. Latit'de obs., 34° 22' So.
12	2	..			

1770

26 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
THURSDAY, APRIL 26TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	3	N.N.E. ½ E.	N.W.	Light airs and fair weather.
2	1	3	N.E. b. N.	N.W. b. N.	
3	1	4	..	..	Sounded, 54 fa'm water.
4	1	3	..	..
5	1	..	..	..	Variation by asym'ths, 8° 48' Et.
6	..	..	Calm. Her head alround.	..	Ext's of the land from S. 20° W. to N. 5° E 48 fa'ms. In 1st reef tops'ls.
7	..	..	H'd to the So'ward.		
8	..	..	
9	..	..	Her head at So. to W.S.W.	{	42 fa'm. Saw a fire on shore.
10	..	..			38 do.
11	..	..	Head to the E'tward.		Calm and fair. 42 fa'm water.
12	..	..			A light breeze. 64 fa'm water.
1	1	..	Et.	S.W.	
2	2	4	N.E. b. N.	..	
3	2	..	..	W't.	
4	2	4	..	..
5	2	..	..	..
6	2	4	..	..
7	1	2	N. b. E.	W. b. N.	
8	1	2	..	..
9	2	..	..	..
10	1	4	..	..
11	1	..	N.N.E.	N.W.	
12	..	5	..	..	At noon { Light airs and fine pleas't wea'r. Ext's of the land from S. 28 W. to N. 3 W. Shore dis't 5 or 6 leagues. Lat'd obs'd, 34° 10' S.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
 FRIDAY, APRIL 27TH, 1770.

COOK'S LOG—COAL CLIFF.

1770
 27 April.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	4	E. b. S.	N.E. b. N.	76 f'm. Little wind and clear weather.
2	1	6	..	..
3 {	1	..	N.W. b. N.	..	Tack'd ship and in 1st reef topsails.
4	1	2	N.W. ½ N.	..	
5	2	..	..	..
6	2	..	E.S.E. ½ E.	N.E. b. N.	54 f'm. Tack'd ship. Ext's of the land from S. 28° W. to N. 16° E.
7	2	..	..	..
8	2	..	E. b. S.	..	
9	2	..	..	..
10	2	..	Et.	N.N.E.	Tack'd ship.
11	2	..	..	..
12	2	..	..	..
1	1	..	W.N.W.	No.	
2	1	6	S.W. b. W.	N.W. b. W.	
3	2	4	W. b. S.	N.W. b. N.	
4	3	..	N.N.E.	N.W.	Tack'd ship.
5	2	3	..	..
6	2	3	N.E. b. N.	N.W. b. N.	Tack'd ship.
7 {	1	..	W.S.W.	N.W.	
8	1	4	..	..
9	2	6	..	..
10	2	7	S.W. b. W.	N.W. b. W.	Little wind and fine clear weather.
11	2	..	..	..
12	2	2	W. b. S.	Variable.	Lat'de observ'd, 34° 21' So. Ext's of the land from S. 11° W. to N. 20° . Distance off shore, 4 or 5 miles.
12	2	2	..	..

1770
28 April.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, APRIL 28TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	4	W.N.W.	N.	Mod. breezes and fine pleas't wea'r.
2	1	6	E.S.E.	N.E.	Tack'd ship. Bro't too and hoisted out the yawl.
3	1	2	up N.N.W.	off N.W.	Tack'd. Distant off shore 2 or 3 miles. The capt'n, Mr. Banks, &c., went away in the yawl. 17
4	1	2	N.W. b. N.	N.E. b. N.	fa'm water.
5	2	2	E. † S.	..	
6	2	4	N.W. † N.	..	
7	..	..	..	..	Tacked ship. The yawl return'd, the capt'n not being able to land for ye surf.*
8	..	..	Cal'm, her h'd e'd	W.S.W.	Extent of the land from N.N.E. to S. Dis't off shore 4 or 5 miles. From 11 to 13 fa'm water.
9	1	5	E't.	..	27 fa'm.
10	1	..	N.E.	..	32 fa'm.
11	1	4	E't.	..	
12	1	4	N.E.	..	
1	2	4	N.N.E.	N.W.	Sounded, 61 fa'm. Saw several fires along shore.
2	2	..	N. b. W.	West.	Mod't and fair.
3	3	..	N. b. E.	S.W.	Sounded, 53 fa'm. Out 1 reefs.
4	3	..	N.E. b. N.	Variable.	Saw a bay.† Haul'd up for it. In 1 reefs.
5	1	6	N. b. E.	W.N.W.	
6	2	4	N. b. W.	W. b. N.	Tack'd ship. Sounded 33 fa'm.
7	2	5	N.N.W.	West.	32 fa'm water. Hoisted out the pinnace, and sent ye master inshore to sound the entrance of the
8	3	2	S.S.W. † W.	W. b. N.	harbour.
9	3	..	S. b. W. † W.	W. b. S.	Tack'd ship.
10	3	5	N.W. † W.	..	Working to windward into the bay, bearing W.N.W. 2 miles.
11	1	3	W.N.W.	..	
12	..	..	..	..

* See Note 13, post, p. 161. † See Note 14, post, p. 161.

LIEUTENANT COOK'S OFFICIAL LOG continued.
20TH APRIL TO 5TH MAY, 1770.

Day and Month.	Wind.	Remarks, &c.
1770. Sunday, April 29..	S.W. W.N.W. S.E. E't.	Little wind and fair weather. 4 p.m. I came too with boats out at 3. The captain, with Mr. Banks attempting to land by some of the natives frightened them into the woods. In the evening a party of men on shore with the 1st steady'd her with the stream anchor to the N.E. of the mouth of the bay from E. to S.E. & E. crew on shore wooding.
Monday, April 30	E.S.E. Variable. N.	Little wind and fine pleasant weather throughout these 24 hours. The first lieutenant with a party watering. The carpenter with his crew wooding. On board employed in the holds; arms at the forge; sailmakers repairing the sails brought on board as much fish as run 5th. a man through-
Tuesday, May 1 ..	N.W. W.W.N. N.N.W. S.	The yawl departed at 6 p.m. in obs'd, 34° 00' S. success in fishing. All hands 10, mod't and fair; her 1
Wednesday, May 2	S.E.E.	Watermen on shore. Completed our water, amounting to 80 in country. Received on board a longboat load of wood. Saw 12 canoes fishing along shore. fine pleasant weather. Wooders on shore. The captain and crewing away wood and clearing the ship for sea. A.M.—The wooders on shore. Little wind and cloudy weather. Served fish to all hands.
Thursday, May 3..	S.E. b. S. W.S.W. Calm.	N.B. Low water, 4 p.m. 11 a.m. Light breezes and pleasant weather. P.M.—Employ'd wooding. Filled the empty water-casks. At 7 the yawl and pinnace return'd from fishing. Served 5 lb. p'r man to all hands. A.M.—Employ'd wooding and fishing. Ship's draught of water fore'd, 14 ft. 1 in.; aft, 14 feet. Variation by mean of a great many good sayings, 6° 42' E.
Friday, May 4 ..	N.E. Calm.	
Saturday, May 5..	N. and N.W.	

1770

20 April to
6 May.

1770

6 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

SUNDAY, MAY 6TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	Low water.	Calm.	Pleas't wee'r. People employ'd on shore wooding and refreshing. The yawl return'd in the evening from fishing, having caught two skate, whose weight was near 600 lb. Served 5 lb. of fish p'r man.
2	Variable.	
3	Easterly.	
4	High-water.
5	N.E.	
6	Westerly.	
7	Light airs and fair weather.
8	N.W.	
9	
10	Hove up the b't b'r and hove ahead on the stream cable.
11	
12	
1	Weighed and hoisted in the boats.
2	
3	
4	Made sail, the two heads of the bay in one W. ½ S. ; nearest dist 2 miles.
5	
6	
7	Employ'd cleaning and clearing ship fore and aft. Set steering sails.
8	
9	2	..	N. b. E. ½ E.	Westerly.	
10	2	..	N.	S.W.	At noon { The extr's of the land from N. 5° E. to S. b. W. ½ W.; abreast of an open bay ^a ; dist. off the nearest shore, 2 or 3 miles. Lat'd. obs., 33° 47'.
11	2	..	N. b. E.	..	
12	2	4	..	S.S.W.	

^a See Note 78, post, p. 170.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
MONDAY, MAY 7TH, 1770.

COOK'S LOG—BROKEN BAY.

99

1770
7 May.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	2	..	N.E. b. ½ E.	S.S.W.	Little wind and fine pleas't wea'r.
2	2	..	..	..
3	1	6	..	..	Variation p'r sev'l asymuths, 8° 00' E't.
4	1	5	..	..	½-past, the no'm't ext. of the land N. b. E. ½ E. Some broken land, like a bay, N. 48° W. Shore dist. 2½ leagues.*
5	1	6	..	..
6	1	6	..	..
7	1	5	..	..	Do. weather; haul'd down the steering sails.
8	1	5	..	..
9	1	3	..	..	Sounded 32 fa'm.
10	1	3	..	..
11	1	4	..	..	33
12	1	4	..	..
1	1	4	W.S.W.	W.S.W.	
2	1	6	N. h. E.	S.W. b. S.	
3	2	..	..	..	34
4	2	..	..	..	36
5	2	..	..	..	Variation by several sets of asymuths and four different compasses, 7° 56' E.
6	2	..	..	..	Set steering sails.
7	1	6	..	..	Light airs and fair weather.
8	1	5	..	..	Calm and clear weather.
9	..	..	..	..	Ship's head all round ye compass.
10	..	..	..	..
11	..	..	..	..	At noon, the northern't ext. of the land N. b. E.; shore dist. 3 leagues. Lat'de obs'd, 33° 22' S.
12	..	..	..	..

* See Note 16, post, p. 162.

1770
8 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, MAY 8TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	..	..	..	Calm.	Head S. Fine clear weather. Saw breakers inshore.
2	{ ..	..	E.E. b. E.	N.E. b. E.	Light airs.
3	1	2	E.S.E.	N.E.	
4	1	..	E. b. S.	N.E. b. N.	Variation p'r azym'ths, 8° 25' E.
5	{ ..	5	N.W. b. N.	..	Tack'd. Sounded 28 fa'm. Sandy ground.
6	1	5	..	..	Do. In 1st reef topsails. Ext's off the land from S.W. b. S. to N.
7	1	6	E.	N.N.E.	
8	2	..	..	N.E. b. N.	Sounded 56 fa'm. Soft ground. Lost the deep-sea lead and 70 fa'm of line and two hand-leads
9	2	..	E. b. S.	..	endeavouring to clear it of the rudder.
10	2	4	..	N.N.E.	Tack'd.
11	3	4	E.	..	
12	3	6	..	..
1	3	2	N.W. b. W.	N. b. E.	
2	2	6	W. b. N.	N. b. W.	
3	2	4	N.W. ½ W.	N.N.E.	
4	2	4	..	..
5	2	4	N.W.	..	
6	{ 1	..	..	Calm.	Taken aback.
7	..	..	N.	Variable.	Her head all round Co.
8	1	4	..	S.W.	Little wind and fine clear wea'r.
9	1	4	N. ½ E.	..	
10	1	4	N. b. F.	Variable.	Light airs and fine wea'r.
11	1	2	N.N.E.	..	At noon, ext's of the land from S. 27° W. to N. 10° ½ E.; shore dist. 5 miles; 29 fa'm water; soft
12	1	g'd. Lat'de obs'd, 33° 24' S.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, MAY 9TH, 1770.

COOK'S LOG—CAPE THREE POINTS.

101

1770
9 May.

U.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	..	Calm, h'd betw'n S. & E.		Fair weather.
2	..				
3	..	4	Et.	N.N.E.	Light air.
4	..	4	E. b. N.	N. b. E.	
5	2	..	Et.	N.N.E.	In 1st reef topsails, ext's of the land from N. b. E. to S.S.W.
6	2	4			
7	3	4	E. b. S.	N.E. b. N.	
8	3	0	Et.	N.N.E.	Fresh breezes and fair wea'r; sounded in 70 fa'm.
9	3	5			
10	3	5	F. b. S.	N.E. b. N.	
11	3	4	Et.	N.N.E.	
12	3	3	..	..	Do. wea'r; sounded no ground at 150 fa'm line. Tack'd.
1	3	0	N.W. b. W.	N. b. E.	
2	2	0	W.N.W.	N.	
3	3	5	N.W.	N.N.E.	
4	3	6	..	..	Sounded 80 fa'm water.
5	3	3	W.N.W.	Variable	
6	2	5	W.	N.N.W.	
7	2	2	W. b. S.	N.W. b. N.	
8	1	..	S.W. b. W.	Variable	Little wind and fair weather.
9	1	..	E. b. N.	N. b. E.	
10	1	4	..	..	Carpenters repairing the longboat; sailmakers, the sails; people drawing yarns to make rope.
11	2	2	E.N.E.	N.	
12	2	..	E. b. N.	N. b. N.	Ext's of the land from N.W. b. N. to S.W. & W., shore dist. 5 leagues. Lat'de obs'd, 33° 37' S.

1770
8 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, MAY 8TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	..	..	..	Calm.	Head S. Fine clear weather. Saw breakers inshore.
2	{ ..	.. 2	E.E. b. E.	N.E. b. E.	Light airs.
3	1	..	E.S.E.	N.E.	
4	1	.. 5	E. b. S.	N.E. b. N.	Variation p'r azym'ths, 8° 25' E.
5	{ ..	5	N.W. b. N.	..	Tack'd. Sounded 28 fa'm. Sandy ground.
6	1	5	..	..	Do. In 1st reef topsails. Ext's off the land from S.W. b. S. to N.
7	1	6	E.	N.N.E.	
8	2	..	..	N.E. b. N.	
9	2	.. 4	E. b. S.	..	Sounded 56 fa'm. Soft ground. Lost the deep-sea lead and 70 fa'm of line and two hand-leads endeavouring to clear it of the rudder.
10	2	4	..	N.N.E.	Tack'd.
11	3	4	E.	..	
12	3	6	..	..
1	3	2	N.W. b. W.	N. b. E.	
2	2	6	W. b. N.	N. b. W.	
3	2	4	N.W. b. W.	N.N.E.	
4	2	4	..	..
5	2	4	N.W.	..	
6	{ 1	..	..	..	Taken aback.
7	..	.. 4	N.	Calm.	Her head all round Co.
8	1	4	..	Variable.	Little wind and fine clear wea'r.
9	1	4	N. b. E.	S.W.	
10	1	4	N. b. E.	..	
11	1	4	N.N.E.	Variable.	Light airs and fine wea'r.
12	1	2	..	..	At noon, ext's of the land from S. 27° W. to N. 10° ½ E.; shore dist. 5 miles; 29 fa'm water; soft g'd. Lat'de obs'd, 33° 24' S.

FRIDAY, MAY 11TH, 1770.

COOK'S LOG—PORT STEPHENS.

103

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	6	N.E.	S.W. b. S.	Fathoms.	Fresh breezes and pleas't weather.
2	3	3	..	..	..	Running along shore, the land making broken and like several islands. Saw several
3	4	..	N.E. † E.	..	..	smoaks on the shore. At 4, the no' extreme of the land N. 29° E. An opening,
4	4	2	..	..	..	forming a bay, S. 86 W.* 1-p't 5, the ext. of the land from N. 27 E. to S.W. † W.
5	4	4	..	..	..	A small high island abreast, N. 30 W., distance 2 or 3 miles. Sounded 27 fa m.
6	4	4	..	..	..
7	2	5	..	..	48	Haul'd down steering sail and in 1st reef topsails.
8	2	..	..	Variable.	48	
9	1	4	..	N.W.	..	Variati'n p'r amp'd, 8° 00' E.
10	2	..	..	..	..
11	2	..	N.N.E.	W.N.W.	..	
12	2	..	..	..	62	
1	2	..	..	..	60	
2	2	..	..	..	58	
3	2	5	N. b. E.	W.S.W.	58	Modt. breezes and fair wea'r.
4	3	..	N. † E.	..	57	
5	4	..	N. † W.	..	..	Variat'n p'r ampl't'd and azymuths, 9° 10' E. At 6, the ext's of the land from N. to
6	4	2	..	..	..	S.W. b. W.; dist. off shore, 3 or 4 leagues.
7	4	2	..	..	..	Made all sail.
8	4	..	..	..	..	People employ'd as yesterday.
9	4	3	N.	S.W.	..	
10	4	3	..	..	..
11	4	..	..	S.	..	Ext's of land from N. 1° W. to S. 15½° W. A low p't, making like a small isl'd, N. 4 E. †
12	3	6	..	..	..	Shore dist., 3 or 4 leagues. Lat'de obs'd, 32° 02' S.

* See Note 18, post, p. 162.

† See Note 81, post, p. 172.

1770
11 May.

1770
12 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, MAY 12TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	6	N. b. E. † E.	S.S.E.	Fathoms.	Little wind and fair weather.
2	2	5	..	..	..	Several fires along shore.
3	3	..	..	..	..
4	2	6	..	..	..
5	3	2	N.N.E.	..	..
6	3	..	..	..	..	Sounded 26 fa'm. Ye northern't ext. of the land N. † E., 5 or 6 leagues. †-past 6, had 23 fa'm water.
7	3	3	N.E. b. N.	..	..	Shorten'd sail and in 1st reef topsails. 30 fa'm; soft ground.
8	3	..	..	..	..
9	{ 2	2	N.N.E.	..	..
10	1	4	..	..	..
11	3	..	..	..	52	Northern't of three remarkable hills, call'd the 3 Brothers, W. b. N.
12	3	..	..	..	..	Fresh breezes and cloudy.
1	3	..	..	..	58	Taken aback.
2	..	..	H'd round ye compass.	..	..	Light airs and variable.
3	2	6	N.N.E.	Variable.	..	Little wind.
4	2	6	..	S.S.W.	67	Mod't breezes.
5	2	6	..	..	..	Out 1st reef tops'ls and made sail.
6	3	..	..	..	..
7	3	4	N.	..	..	Open'd a cask of beef, No. 535, cont. 189 p.; short 1 piece, and of weight 82 pound.
8	3	4	..	S. b. W.	..	Also open'd a cask of pork, cont'ts 306 p.; short 2 p's, and of w't 5 ls.
9	{ 1	6	N. b. W.	..	..
10	1	4	..	..	..	Carpenters repairing the longboat, sailmakers on the sails, and people in the holds.
11	1	4	..	..	..
12	1	3	..	..	..	At noon, little wind and fair wea'r. Ext's of the land from N. 20° W. to S.W. b. S. Lat'de obs., 31° 18' S.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SUNDAY, MAY 13TH, 1770.

1770
13 May.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	1	..	No.	So.	Light winds and clear weather.
2	1	..	N.N.W.	N.E.	
3	2	..	..	..
4	2	2	..	..
5	3	1	..	..	The no. ext. of the land N. ½ E. Tack'd. Sound'd 24 fa'm.
6	3	2	N.W. b. N.	N.E. b. N.	In 1-reef topsails.
7	3	..	E. b. N.	N. b. E.	
8	3	..	E.N.E.	No.	
9	4	..	..	..
10	4	5	..	..
11	4	6	N.E. h. N.	N. b. W.	
12	3	5	N.E.	N.N.W.	Tack'd. Sound'd 118 fa'm.
1	5	3	W't	Variable.	
2	3	..	S.W. b. W. ½ W.	..	
3	1	4	S.W.	W. b. N.	
4	1	..	N. b. W.	..	
5	2	..	N. ½ W.	..	Fresh breezes and fair. Lightning to the S.E.
6	2	4	..	..
7	3	..	N.N.W.	West.	
8	3	..	..	..	Saw some porpoises.
9	3	4	N.W. b. N.	W. b. S.	Variat'n p'r azym'th, 9° 20' E.
10	3	..	..	..
11	3	4	N.N.W.	W.S.W.	At noon, ext's of the land from S. 24 W't to N. 22½ W't; a bluff head set for the No. ext. yesterday
12	4	2	..	..	at noon S. 36 W.*; shore S or 4 lea's. Saw a smook ashore. Lat'de observ'd, 30° 13' So.†

* See Note 92, post, p. 173. † See Note 83, post, p. 173.

1770

14 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
MONDAY, MAY 14TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N. b. W.	Variable.	Fathoms.	Light airs and pleas't weather. Saw some smoaks ashore.
2	..	..	H'd all round ye Co.		..	
3	{ ..	4	E. b. N.	Variable.	..	Serv'd slops to the ship's company.
4	{ ..	6	N.W. 1/4 W.		..	Variation by sev'l asym'th, 8° 13' E't.
5	2	2	N.W. 1/4 N.	N.E.	..	1/4 pt., ext's of the land from S. 7 W. to N. 11 W. 81 fa'm water.
6	3	6	N.N.W.	N.N.E.	..	Hard ground. Shore dist. 4 miles. 1/4 pt., tack'd and sounded 30 fa'm.
7	2	4	N.W.	N.W. b. N.	..	Do. ground.
8	2	2	N.E. b. N.		..	Mod. and fair wea'r. Sounded 30 fa'm, soft g'd.
9	2	2	S.W. b. W.	N.W. h. W.	..	
10	2	2	No.	W.N.W.	..	
11	1	5	..	W. b. N.	..	
12	1	4	..	..	26	Light airs and fair weather.
1	1	3	N. b. E.	..	26	Do. weather, with thunder and lightning to the eastward.
2	1	2	..	W't	..	
3	1	2	..		21	
4	1	2	N.E. b. E.	Variable	..	The ext's of the land from S. b. W. to N.N.W.
5	1	..	..	N. b. W.	..	
6	2	..	..	Variable.	..	Squally, with thunder, lightning, and rain.
7	3	6	E. 1/4 N.		..	
8	2	4	N.N.E.	..	..	At 11, fresh breezes and cloudy ; out all reefs and set steering sails.
9	2	..	S's h'd all round.		..	
10	..	..			..	At noon, So. ext. of the land (belng the No. ext. the 12)* bore S. 33 W. ; distance off the nearest shore, 4 leagues. No. ext. N.N.W. Lat. obs., 30° 22' So.
11	3	4	N.N.W.	S. b. W.	..	
12	5	2	..	..	..

* See Note 84, post, p. 173.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, MAY 15TH, 1770.

H.	E.	F.	Course.	Wind.	Soundings.	Remarks.
1	5	2	N.N.W.	S.S.W.	Fathoms.	Fresh breezes and fair wea'r.
2	5	3	N. b. W.	..	..	.. the no'wards
3	5	4	N. b. E.	..	..	! equally with flying showers of hail and rain. Haul'd down the
4	5	4	N. b. E.	..	..	-----; had some thunder.
5	5	4	N. b. E.	..	..	In 1st reef fore-topm. Several smokes along shore.
6	5	3	N. b. E.	..	..	Handed the mizen topm. 4-p'k, close-reef topm. At 5, pass'd an island, distant
7	5	3	N. b. W.	..	..	from it about 3 miles. 33 f'm water
8	5	3	..	W.S.W.	..	Ext's of the land from N.N.W. to S. b. W. At 7, haul'd up the forem.; at 8, bro't
9	5	3	..	..	..	too, main topm. to the mast.
10	5	3	up N.W.	off N.N.W.	..	Fill'd the main topm., and sounded every half-hour.
11	5	3	N. b. W.	..	30, 32	Fresh gales and fair we'r. Soundings sandy ground.
12	5	3	..	..	32, 31	..
1	5	3	..	..	32, 33	..
2	5	3	..	..	30, 35	..
3	5	3	No.	..	26, 25	..
4	5	3	..	..	25, 26	..
5	5	3	..	W. b. S.	26, 26	Out 1st and 2nd reef topm., and made sail.
6	5	3	..	..	25	Saw several natives ashore.
7	5	3	..	..	29	Out 3rd reef topm. Sailmakers repairing the sails. Carpenters ab't the longboat.
8	5	3	N. b. E.	..	..	People drawing yarns to make rope.
9	5	3	..	..	..	At noon, ext's of the land from N. 28 W. to S. 2 W't, a bluff head abreast of the ship,†
10	5	3	N. b. W.	S.S.W.	..	N. 70 W't, about 1 league, 30 f'm water. Fresh breezes and fine pleas't wea'r.
11	5	3	No.	..	..	Set steering sails. Saw sev'l smoke. Latit'd obs'd, 29° 40' 50.
12	5	3	N. b. W.	..	..	..

* See Note 23, post, p. 163.

† See Note 35, post, p. 173.

1770
15 May.

1770
16 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, MAY 16TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	5	6	N. b. W.	S. b. E.	Fathoms.	Fresh breez's and fair.
2	5	7	..	..	..	Saw more land to the no'ward.
3	6	..	..	..	..	Unbent the mainsail and fore-topsail, and bent the old ones.
4	5	3	..	..	..
5	5	4	N.N.W.	..	..
6	2	..	N. b. E.	..	..	Saw some breakers on the larboard bow; 20 f'm water; 1-p't 5, saw more breakers, bearing N. b. E.; 19 fa'm water; haul'd off; the extremes of the land from N.W. to S., dist't off shore 5 miles. In standing off had 25, 25, 25, 26, 27, 29, 30, 32, 34, 37, and 44 fa'ms, soft ground, at which time hove too under double-reef'd topsails, having fresh gales and cloudy wea'r, with a high swell from the southward.
7	1	2	E't.	..	..
8	3	5	..	..	..
9	3	4	..	..	..
10	..	..	up S.E. b. E.	off S.E. b. E.	67 } do.	Wore ship; bro't too, her head inshore.
11	..	..	up W.S.W.	off W't	80 }	
12	..	..	..	..	76 } gd.	
1	..	..	up W. b. S.	off W. b. N.	52	
2	..	..	..	..	42	
3	..	..	..	..	42	
4	..	..	..	..	43	
5	..	..	..	..	..	Do. made sail.
6	2	3	N.W.	S. b. W.	..	At 6, saw ye breakers on the larboard bow; made more sail at 7; the breakers one with a remarkable high peak S.W., dist. from them 4 miles; clewed the fore-top-sail up to mend.
7	2	5	N.N.W.	..	..
8	2	5	N.W. b. N.	..	..	Out 2nd reefs and set topgall't sails.
9	2	5	N.W.	..	..
10	5	6	..	..	..
11	5	4	N.W. b. N.	..	..
12	5	..	No.	So.	..	At noon, the ext's of land from S. 8 E. to N. 11 W., the peak S. 12 W.; shore dist. 6 miles. Latit'de obs., 27° 46' S.

* See Note 24, post, p. 103.

1770
17 May.

H.	K.	F.	Course.	Winds.	Remarks, &c.
1	4	.. 2	N.	S.	Fresh breezes and clear weather; unbent the foresail and mizen, and bent the old ones.
2	4	3	..	..	37 fam's
3	4	3	..	..
4	4	3	..	..
5	2	2	N. b. E.	S. b. E.	The no'most extreme of the land seen from the masthead N. b. W., * the so'm't S. ½ W., a ledge of breakers N. W. b. W., a heavy swell from the S. S. W.; at 6, had 45 fa'm wa'r; haul'd down steering sails, and in 1st reef main and mizen topesails.
6	3	4	..	..	52 fa'm.
7	2	2	..	..	52
8	2	..	..	..	48
9	..	..	up E. S. E.	off E. b. N.	
10	..	..	up S. E. b. E.	off E.	54; mod. gales and fair wea'r; made sail and sounded every ½ hour; no ground at 50 fa'm
11	..	..	N. b. E.	S. b. W.	
12	2	..	..	..
1	2	2	..	..	Bro't too and sounded, 86 fa'm.
2	2	.. 2	..	..	Do. 104 do.
3	3	..	N. W. b. N.	..	Do. 135 do.
4	4	..	..	..
5	4	..	N. W.	..	
6	4	..	W. N. W.	..	
7	2	..	..	..
8	3	6	..	..
9	5	5	..	..	Carpenters employ'd, and seamen drawing yarns to make rope.
10	5	5	..	..
11	6	..	N. W.	..	At noon { The extremes of the land from N. 16 W. to S. b. W. ½ W.; a bluff head N. 5 ½ W. 4 leagues; a fresh breeze and fair; several smoaks on shore; latitude obs'd, 23° 28' S.
12	6	..	..	..

* See Note 86, post, p. 173.

1770
18 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
FRIDAY, MAY 18TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	5	.. 2	N. b. W.	S.	Fathoms.	Mod. breezes and fair weather; lower'd down the main topsail and set the topmast shrouds up; $\frac{1}{2}$ -past 2, had 27 fa'in water, hard ground.
2	2	6	..	..	..
3	2	..	..	..	..
4	2	4	..	..	..
5	2	..	..	..	32	
6	3	.. 3	N.	..	..	The northermost land N. b. W., 2 or 3 leagues.
7	1	2	N. b. E	..	..	Variation by several azimuths, 8° 44' S.*
8	1	2	N N.E.	..	31	
9	2	..	..	..	..
10	2	..	..	..	32	Bro't too, main topsail to the mast.
11	..	..	up E. b. S.	off E.N.E.	32	Little wind.
12	..	..	Do.	Do.	32	
1	..	..	N.N.W	S S W.	..	
2	1	.. 2	N.W.	..	32	The point set last night W.S.W.†
3	1	.. 2	N.W.	..	30	Out all reefs and made sail.
4	2	.. 2	N.N.W.	S.W.	..	
5	3	.. 2	..	..	..
6	4	3	..	..	25	Carpenter and seamen as yesterday.
7	3	2	..	..	22	
8	1	6	N.	..	..
9	1	6	N.N.E.	..	..
10	2	.. 6	..	..	24	At noon { Little wind and fair wea'r; ext's of the land from S. to N. S W.; dist. off shore, 2 or 3 leagues; lat'de obs'd, 25° 38' S.
11	1	..	..	..	..
12	1	..	..	..	..

* See Note 87, post, p. 173. † See Note 25, post, p. 133.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, MAY 19TH, 1770.

1770
19 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N. b. W.	Variable.	Fathoms.	Light airs and clear weather.
2	..	..	N.N.W.	Calm.	..	Her head north. Unbent the main topsail and bent the old one.
3	1	..	..	N.E.	..	Variat'n by asym'ths, 8° 36' E.
4	1	..	Calm.	Her head to ye S.E.	..	The N. extreme of the land N. ½ W.
5	..	..	Head to the Eastward.	..	..	Little wind and fair wea'r.
6	..	..	..	N.W.	..	..
7	..	..	N.N.E. ½ E.	..	..	..
8	1	8	..	..	..	..
9	1	..	..	..	..	..
10	1	2	..	..	25	..
11	1	6	..	..	26	..
12	1	..	N.N.E.	..	..	..
1	3	..	N. b. E.	N.W. b. W.	27	..
2	1	4	..	..	..	..
3	1	..	..	..	27	..
4	1	4	..	W.S.W.	..	Mod't breezes and fair wea'r; set steering sail.
5	1	6	..	..	..	Variation .. { By an amplit'd, 8° 23' } East.
6	2	..	N. ½ E.	S.W.	..	.. { „ azym'th, 8° 20' }
7	3	..	..	..	..	..
8	3	5	N ½ W.	..	..	..
9	3	3	..	..	..	..
10	3	2	..	..	..	..
11	1	4	N. b. E.	..	..	..
12	3	3	..	..	Sand 13½	Do. wea'r; extremes of the land at N. 31 W. to S. 22 W.; shore dist. 5 m's; latitude obs'd, 25° 04' S.

1770
20 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SUNDAY, MAY 20TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	.. 4	N. b. E.	S. b. W.	Fathoms.	Mod. breezes and clear wea'r. 1-past, the ext's of the land seen off deck from N. 42 W. to S. 7 W. Land seen from the masthead, N.N.W. † W. ; dist'ce off shore, 2 or 3 leagues. Variation p'r severell azym'ths, 8° 45' E't.
2	2	4	N. b. W.	..	17	
3	2	4	..	..	20, 17
4	2	4	..	W't.	17	
5	2	..	..	..	..
6	2	.. 4	..	..	..
7	1	..	..	..	..
8	1	.. 4	..	..	33
9	..	.. 6	..	..	..
10	1	2	..	..	21, 23
11	1	6	..	..	22, 21
12	2	..	..	..	21, 22
1	2	22, 24	Fresh breezes and fair wea'r. Made all sail ; saw ye land ending in a point bearing W.S.W.* ; haul'd up for it ; saw a ledge of breakers running out from the land to N.W. The point S.W. and the end of the breakers N.W. b. N. ; dist. off the nearest part of them 3 or 4 miles. Mod. breezes and fair wea'r ; ye ex' of the land from S. 7 E't to S. 4 W. ; ye No. ext'n of ye reef, N.W. † W. Lat'de obs'd, 24° 24' S.
2	2	..	..	..	26, 27
3	2	..	..	..	29, 30, 32
4	1	.. 6	W't.	off W.N.W.	33	
5	{ up	..	N. b. W.	S.W.	34	
6	3	.. 2	..	..	..
7	{	..	W. b. N.	..	..
8	1	..	W. † S.	..	18	
9	4	.. 4	N.W. b. N.	..	17, 16, 15	
	{	2	N.E.	..	14, 13, 13	
	2	2	..	..	14, 15, 16
10	4	4	N.W.	S.S.W.	15, 14, 10	
11	{	2	N.W. b. N.	..	from 10 to 7½	
12	2	2	N. b. W.	..	..
	3	..	N.N.W.	..	from 7 to 11	

* See Note 28, post, p. 103.

1770
21 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
MONDAY, MAY 21ST, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	6	N.W.	S.	Fathoms.	Mod'te breezes and fair weather. From noon to 2, soundings regular from 9½ to 11 fathom. At 2, sent the yaul to sound a place that had the appearance of being very shoal from the breaking of the water over it; they found from 5 to 7 fathoms. ½-past 2, passed the tail of the shoal, sounding irregular from 6 to 9 fa'm. The point of land set at noon then bear'g S. 14° E. The land S.E. b. S. 7 or 8 leagues. Calin, head to ye So'ward. Fair weather. Head betw'n ye N. & E. Found a current setting S.-w'tly 1 k. 2 f. p. hour. Light airs and smooth water. Saw land from the maasthead, S.E. ½ S. More land to the W.S.W. Carpenters caulking the main deck. At noon { Mod't breezes and fair wea'r. Ext's off the land from S.W. to N. 86 W. Shore dist. 7 or 8 leagues. Some smokes along shore. Lat. obs'd, 24° 23' S.
2	3	..	W.N.W.	..	..
3	1	4	W. ½ N.	..	19	
4	1	..	W.S.W. ½ W.	..	20	
5	2	..	W.S.W.	..	22	
6	2	2	..	S.S.E.	..	
7	2	2	S.W.	..	23	
8	1	4	..	..	24
9	..	..	..	..	23
10	..	..	..	..	23
11	..	..	..	..	23
12	..	..	..	..	23
1	23	Light airs and smooth water. Saw land from the maasthead, S.E. ½ S. More land to the W.S.W. Carpenters caulking the main deck. At noon { Mod't breezes and fair wea'r. Ext's off the land from S.W. to N. 86 W. Shore dist. 7 or 8 leagues. Some smokes along shore. Lat. obs'd, 24° 23' S.
2	..	..	..	..	23
3	..	..	..	..	23
4	..	..	..	..	23
5	2	..	W.N.W.	Variable.	23	
6	2	..	W.S.W.	S.	22	
7	2	4	S.W. b. W.	S. b. E.	26	
8	3	..	..	..	..
9	3	..	..	..	21
10	3	4	W.S.W.	S.	17½	
11	3	..	S.W. b. W. ½ W.	S. b. E.	16	
12	3	4	..	..	14½
12	3	..	..	..	{ from 14 to 14½ }

1770
22 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, MAY 22ND, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	3	.. 2	S.W.	S.S.E.	Mod'te breezes and clear wea'r. Regular soundings from 12 to 9 fa'm.
2	3	..	S.W. b. S.	S.E. b. E.	
3	3	.. 2	W.N.W.	E.S.E.	
4	2	..	..	..	} From 9 to 7½ fa'm. Variat'n p'r amplitude, 8° 3' E.
5	2	..	N.W. b. W.	..	} From 7½ to 7 and 8 fa'm. At 8, came too with the bt. bower in 8 fa'm.* Veer'd to ½ of a cable.
6	{ 1 }	..	..	..
7	{ 1 }	..	..	..
8	..	..	..	..
9	..	..	..	..	Ye water fell 2 foot slack water.
10	..	..	..	..
11	..	..	..	..	Found the tide to rise 1 foot 11 inches.
12	..	..	..	..	½-p't, found it to rise one inch. Hove short.
1	..	..	..	..	½-p't, weighed and came to sail.
2	1	2	N.W. b. W.	S.	Soundings from the time we weighed from 8 to 9½ fa'm.
3	2	4	..	..	Out 1 reef the main topsails. Variat'n p'r asym'ths, 7° 50' E.
4	3	..	..	..	Carp'rs caulking the main deck.
5	2	4	..	..	Soundings from 8 to ½-p't 10 from 8½ to 10 fa'm, from that time till noon from 10 to 11 fa'm.
6	2	2	W.N.W. ½ W.	..	At noon { Ext's of the land from N. 87° W. to S. 22° E. Shore dist. 2 miles. Lat'de obs'd,
7	{ 1 }	..	..	..	{ 24° 19' S. Little wind and fair wea'r.
8	2	..	..	..

* See Note 31, post, p. 164.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, MAY 23RD, 1770.

H.	M.	F.	Course.	Winds.	Remarks, &c.
1	2	4	N.N.W.	S.E.	Little wind and clear weather.
2	2	..	..	..	Soundings from 10 $\frac{1}{2}$ to 15 fathoms.
3	1	6	..	Variable.	i-p't, saw more land to the No'ward.
4	1	6	..	..
5	1	6	N.W. b. W.	..	
6	1	2	W.N.W.	..	
7	1	..	W. b. S.	S. b. W.	Open'd a large bay.* Hoisted out the yawl and sent a m'te to her to sound for an anchoring place. Variation by an amplif'd, 8' 30' easterly. i-p't S, the ext's of the land from S. 77 E. to N. 42 W. Soundings since, 4, 6, & 7 fathoms. Working into ye bay till 8, sounding 5 & 6 fathoms. At 8, anchor'd with the b't bower in 6 fathoms water, and veered to $\frac{1}{2}$ of a cable. Ext's of the land from E. to N.W. $\frac{1}{2}$ W. Shore dist. 1 league.
8	2	..	..	..
9	..	..	..	..
10	..	..	..	..	Found the tide to have ebb'd 3 feet since 9 o'clock.
11	..	..	..	..
12	..	..	..	..	Slack water. Ebb'd since 12, 1 foot & $\frac{1}{2}$.
1	..	..	..	..	Tide had flow'd 10 inches.
2	..	..	..	..	Fresh breezes and fair weath'r.
3	..	..	..	S.	Veerd to $\frac{1}{2}$ of a cable on the bk. bower.
4	..	..	..	..
5	..	..	..	..
6	..	..	..	..
7	..	..	..	..
8	..	..	..	..
9	..	..	..	..
10	..	..	..	..
11	..	..	..	..
12	..	..	..	S.E.	in away in the pinnace examining the country. The 2nd lieut't in the arty.

* See Note 32, post, p 104.

1770
23 May.

1770
24 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
THURSDAY, MAY 24TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	E.S.E.	Fathoms.	Light airs and fair wea'r. Hove in to ½ of a cable.
2
3
4	The capt'n and 2nd lieut't returned, the latter in the yawl, who had met with no
5	success in fishing.
6
7
8
9
10
11
12	S.W.	..	Mod. breezes and fair wea'r.
1	S.E.	..	..
2
3
4
5
6
7
8
9
10
11
12

* See Note 83, post, p. 178.

LIEUTENANT COOK'S OFFICIAL LOG—continued
FRIDAY, MAY 25TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	..	..	Calm, s's h'd	N.E.	Fathoms.	Fine clear wes'r. Caught some fish of the snapper kind
2	..	..	..	..	15	..
3	..	..	..	..	..	..
4	..	..	..	..	..	..
5	..	..	..	..	..	..
6	1	4	N.W.	S.E.	14 } heard	3 p't, the exte. of the land from the masthead from N.W. b. W. to S.E.
7	1	4	..	..	14 } sand.	Light air and clear.
8	2	..	..	..	14 1/2	..
9	2	..	..	..	15	Bro't too.
10	2	4	up E't	off E. b. N.	15	..
11	..	..	..	..	15	Wore ship.
12	..	..	..	..	15 1/2	..
1	..	..	up W.S.W.	off W. b. S.	16 1/2	..
2	..	..	..	..	15	..
3	..	..	..	..	14 1/2	..
4	..	..	..	..	14 1/2	..
5	..	..	..	..	14 1/2	Mod't and fair wes'r. Made sail.
6	3	..	N.W.	S.S.W.	15	At 7, a headland with one in a bluff, W. b. N.
7	3	4	W.N.W.	..	16	..
8	3	6	W. b. N.	..	17	..
9	1	6	..	..	17	..
10	2	..	W't	..	16, 15 14, 13, 12 12, 10, 9	Saw more land to the N.W., mak'g like high is'ds. } Variat'n p'r am'p'de and sev'l asym'ths, 7' 30' E't.
11	2	..	..	S.E.	8 1/2, 7, 6 1/2	At 11, the main and some rocky islands.
12	1	6	..	E't	7, 8, 8 1/2, 9	d in sight S. 65° E. An island abreast, N. 12° E. 2 or 3 m's. e. r. of the land (an is'd) N. 19 W't. † The main dist. 5 miles. , 23° 24' 80.

* See Note 89, post, p. 172.

† See Note 90, post, p. 173.

1770
25 May.

1770
26 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, MAY 26TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	..	W.N.W.	E.S.E.	Fathoms H'd sand. 9½, 10, 11	Light breezes and pleas't weather. Calm and clear wea'r. Variation p'r ampl't'd and azym'ths, 7° 28' E't. Came too with the b't bower in 13 fat'm water, soft s'd. The isl'd pass'd at noon bearing E. 3 or 4 m's; the No. isl'ds N. b. W. 4 leagues. Found the tide set as p'r column.* At 11, it was high-water. Found the tide had flowed 6 feet 3 inches.
2	2	..	..	..	Soft g'd. 12, 13, 14, 15
3	1	..	..	..	Do. gd. 15, 14, 12, 10½
4	1	..	..	..	Do. g'd. 10½, 11½, 12½
5	..	..	..	..	..
6	..	..	..	..	..
7	1	4	W't.	Flood.	..	Light breezes at S.W. Found the ebb as p'r column. At 4, found the water fallen 7 foot; ½-past 5, was slack tide. Began to heave. Weighed and came to sail with a mod't breeze and clear wea'r. At 11, upon shoaling our water to ½ less 5, shorten'd sail, lower'd down the yawl, and sent a m'te in her to sound ahead. From 9 till 12, sailing betw'n some isl'ds and the m'n,† each dist. 4 m's. Sound'gs as p'r column. At noon { A remarkable peak N. 25 W't, † the No'm't land in sight N. b. W. ½ W., shore dist. 4 miles. Lat'de obs'd, 23° 06' So.
8	1	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	1	6	E't.	Ebb	..	Light breezes at S.W. Found the ebb as p'r column. At 4, found the water fallen 7 foot; ½-past 5, was slack tide. Began to heave. Weighed and came to sail with a mod't breeze and clear wea'r. At 11, upon shoaling our water to ½ less 5, shorten'd sail, lower'd down the yawl, and sent a m'te in her to sound ahead. From 9 till 12, sailing betw'n some isl'ds and the m'n,† each dist. 4 m's. Sound'gs as p'r column. At noon { A remarkable peak N. 25 W't, † the No'm't land in sight N. b. W. ½ W., shore dist. 4 miles. Lat'de obs'd, 23° 06' So.
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	3	4	W.N.W.	So.	13, 12, 12½, 14, 10 .	Light breezes at S.W. Found the ebb as p'r column. At 4, found the water fallen 7 foot; ½-past 5, was slack tide. Began to heave. Weighed and came to sail with a mod't breeze and clear wea'r. At 11, upon shoaling our water to ½ less 5, shorten'd sail, lower'd down the yawl, and sent a m'te in her to sound ahead. From 9 till 12, sailing betw'n some isl'ds and the m'n,† each dist. 4 m's. Sound'gs as p'r column. At noon { A remarkable peak N. 25 W't, † the No'm't land in sight N. b. W. ½ W., shore dist. 4 miles. Lat'de obs'd, 23° 06' So.
8	4	..	..	..	10, 9½, 9, 7, 8, 7
9	4	..	N.W.	S.S.E.	7, 8, 8½, 6, 6½, 6	
10	4	..	N.W. b. N.	..	10, 9, 8, 6, 6½, 6	
11	4	6	N.N.W. ½ W	..	6½, 6, 6½, 6½, 6, 6, 5½, 5½	
12	1	5	..	..	6½, 5½, 5, 5½, 6, 7, 8, 7
1	1	1	6½, ½, 7, 6, 5½, 4, 5, 7, 4½	Light breezes at S.W. Found the ebb as p'r column. At 4, found the water fallen 7 foot; ½-past 5, was slack tide. Began to heave. Weighed and came to sail with a mod't breeze and clear wea'r. At 11, upon shoaling our water to ½ less 5, shorten'd sail, lower'd down the yawl, and sent a m'te in her to sound ahead. From 9 till 12, sailing betw'n some isl'ds and the m'n,† each dist. 4 m's. Sound'gs as p'r column. At noon { A remarkable peak N. 25 W't, † the No'm't land in sight N. b. W. ½ W., shore dist. 4 miles. Lat'de obs'd, 23° 06' So.
2	1	2	..	..	..
3	1	..	..	..	..
4	1	..	..	..	..
5	1	..	..	..	..
6	1	..	..	..	..

* See Note 30, post, p. 164.

† See Note 38, post, p. 165.

‡ See Note 01, post, p. 174.

1770
27 May.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	4	N.N.W.	S.S.E.	Fathoms. 4½, 4½, 4, 3½	Little wind and fair wea'r. Came too with the b't bow'r in 3½ fa'm water. Sent the pinnacle and yawl to the no'ward to sound the passage. In the evening they return'd. The master reported the passage a bad one.
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	Weigh'd and made sail. Light airs and fair wea'r. The pinnacle and yawl on the bows sounding.
7	1	3	S.E. ½ S.	E.N.E.	3½, 4, 4½, 4½, 5	
8	1	2	..	..	5½, 5½, 5½
9	1	2	..	..	6, 6½, 6½
10	{ .. }	3	..	..	6, 5½, 6½
11	Southerly.	..	Came too with the b't bow'r in 6½ fa'm, and veer'd to ¼ of a cable Light airs.
12	..	..	..	..	..
1	..	..	..	..	..
2	..	..	..	..	..
3	..	..	..	..	..
4	Mod. breezes and fair wea'r. Weighed and made sail, the pinnacle and yawl, with the ma'r and a m'te, sounding for a passage to the eastward between the islands. At 10, running between the islands. The yawl and pinnacle return'd. Hoisted them in and set ye steering sails. The outerm't island S.E. 3 or 4 m's. 13 fa'm water at ½ 11.
5	..	..	..	..	..
6	..	..	..	..	..
7	{ 1 }	..	E. b. S.	S. b. E.	4, 4, 4½, 5, 5	
8	{ 1 }	3	E't	..	5, 6, 6, 6½	
9	{ 1 }	5	E.N.E.	..	5½, 6, 6	At noon { No g'd with the hand-line. The No ext. of the land N. 32 W. Two small islands, the one No., the other N. 12° E.* Shore distant 4 leagu's. Lat'd obs'd, 22° 53' So.
10	{ 1 }	6	N.E. b. E.	..	6½, 7, 7½	
11	3	4	N.E.	..	8, 8, 8½, 9	
12	1	4	..	..	10, 11, 12, 13
1	1	..	No.	..	12, 12½, 11, 12	
2	3	6	13, 13, 13, 13	
3	4	2	14, 15, 15½	
4	4	15	

* See Note 40, post, p. 165.

1770

28 May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

MONDAY, MAY 28TH, 1770.

H.	K.	Remarks, &c.
1	3	Mod't breezes and pleas't weather.
2	3	Pass'd between two small islands and the main.*
3	3	
4	3	
5	4	†-p't, the No. ext'm of the main N. 3 W. The outer island of the No. and N 39° E't.
6	4	The S. ext'm S. 4 E. An isl'd off it S. 45 E't. At 6, in 1st and 2nd reef maintopall
7	4	and 2nd reef foretopall, and handed the mains'l and misentops'l and shorten'd
8	..	call.
9	..	
10	..	Bec't too under the two topalls, m'topall to the
11	..	Wore ship.
12	..	
1	..	
2	..	
3	..	
4	..	
5	..	†-p't 6, made sail. Fresh breezes and cloudy weat'r.
6	..	
7	2	†-p't 8, pass'd by a headland† and alter'd the course, steering between some islands.
8	6	Sent a m'te in the yawl ahead to sound.
9	6	
10	2	At noon: { Shoaling our water to water, at the same stays and let go the Found the tide to set from the E.S.E. and to rise fast. The No. ext'm of the main in sight N. 33 W't. Several islands to the no'w'd and so'ward; dis't from the nearest 2 or 3 m's. The yawl return'd.
11	1	
12	6	
1	3	

* See Note 92, post, p. 174.

† See Note 41, post, p. 165.

‡ See Note 42, post, p. 165.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, MAY 20TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	Fathoms.	Mod. gales and cloudy weather, with drizzling rain. Sent a mate in the yawl to sound.
2	..	0	W.	E.S.E.	{ 5, 6, 7, 9, 10, 11	} Weighed and came to sail; the yawl ahead.
3	2	..	..	..	12, 14, 14
4	4	7	13, 11, 10	Came too with the b't bower in 94 fms water, and veered to ye l cable service. An opening in the main, which has much the appearance of a harbour, W. b. S. about a league.
5	3	..	..	..	10, 9, 9, 9
6	2	4	W.S.W. & W.	..	9, 9, 9	
7	1	..	..	..	..
8	Little wind and cloudy, with small rain.
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	Slack water; found the tide had flow'd 14 feet. Fresh gales and cloudy weather. The master and mate, in the pinnoce and yawl, sounding the opening at last night. At 6, weighed and stood towards it.
1	1	6	W.N.W., tide run.	..	..
2	..	..	..	..	..
3	..	..	..	S.S.E.	..
4	{ 9, 10, 10, 9, 7, 7	Anchor'd with the b't bower in 5 fms water, and veer'd to $\frac{1}{2}$ of a cable. Extremes of the mouth of the harbour at N 75° E. to N. 33° E., shore dist't $\frac{1}{2}$ of a mile. An island open with the harbour's mouth N. 40 E.
5	..	..	..	..	7, 7, 6, 5, 5
6	..	..	..	..	6, 7, 6, 5, 6
7	..	..	..	..	..
8	, and the master, in the yawl, examining the harbour. weat.
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	S.E.	

* See Note 15, post, p. 163.

1770
20 May.

1770
30 and 31
May.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

WEDNESDAY, MAY 30TH, 1770.

Day and Month.	Winds.	Remarks, &c.
1770. Wednesd'y, May 30th ..	E.S.E E. S.E.	Fresh breezes and clear wea'r. At 4 the master return'd, being then high-water. At 5 a.m. the capt. went on shore to survey the harbour, and at 8 a.m. he proceeded up the river. Carpenters empl'd caulking the quick-work. Lat'de obs'd, 22° 7' S.

THURSDAY, MAY 31ST, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
..	..	..	..	S.E. b. E. E.S.E. S.E. b. E.	Fathoms. ..	Fresh breezes and cloudy wea'r. P.M., had some small rain. At 6 p.m. the captain return'd, having been 8 leagues up the river or lagoon. Clear'd ship for sea. At 6 a.m. weighed and came to sail. At 8 a.m. the river's mouth bore S.S.W., distance 5 miles; depth of water, 10 fa'm.
9	3	5	N.W.	S.	10, 10, 10 9½, 9½	Fresh breezes and cloudy weather.
10 {	2	2	N.W. b. W.	S.S.E.	9½, 9	Pass'd by some rocks. Sent the pinnacle ahead to sound a passage between some islands.
11	4	2	..	..	9½, 9½	At noon, do. wea'r; the port sail'd from S. 40 E. No. ext'm of the main N.E. b. W.*
12	4	..	W.	..	9½, 9½	The nearest island S.S.W. 5 miles. Lat'de obs'd, 21° 53' S. The pinnacle ahead sounding. Saw several more islands to the N.W.

* See Note 93, post, p. 174.

1770
1 June.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	Wt.	S.E.	Fathoms.	Fresh breezes and thick cloudy wea'r, with rain. ¼-p't 12, shoaling our water suddenly to 5 fa'm, and the signal being made in the pinnace for shoal water, let go the b't bower in 3 fa'm, sandy ground. ¼-past 3, weighed; the pinnace ahead. Stretch'd into the offing. ¼-past 4, bore up for a passage between some islands. ¼-past 5, saw some rocks ahead: ¼-p't, came too under the lee of an island, it bearing S.E. 1½ miles; veered to ¼ a cable. At 6 it was high water, then had 16½ fa'm, gravel and shells.
2	..	..	..	..	9, 7, 5, 8
3	2	2	N.E.	..	4, 5, 6, 7, 8	
4 {	3	3	N.N.E.	..	9, 10, 11, 12	
5 {	1	4	..	..	13, 13, 12½
6 {	2	4	N. b. W.	..	14, 14, 15, 15½, 16	
7	2	..	W.N.W.	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	Southerly.	..	Weighed and came to sail between the islands, having the tide of ebb against us. At 9 saw the main as far as W.N.W. At 11 shoal'd our water. Hove too, and sent the yawl to the N.W. to sound. At noon, fresh breezes and fair wea'r. Made sail after the boat. The N.W. ext'm of ye main N. 71 W. Island sail'd from S. 32 E. Sailing between a great number of islands and the main. Dist. from the nearest island 3 or 4 miles. Lat'd obs'd, 21° 30' S.
2	..	..	..	..	16, 15, 14, 13
3	..	..	..	..	12, 11, 10, 9½
4	..	..	..	..	10, 11, 12, 11
5	..	..	..	..	10½, 11, 9½, 10½, 12, 13, 12
6	..	..	..	..	12, 9, 10½, 9½, 10½, 10, 9½,
7	1	..	N.W. ¼ W.	S.S.E.	10, 11½	
8	4	..	..	..	11½, 11, 10, 11½, 11, 10½,
9 {	2	..	N.W.	..	9, 8½, 8½, 9.	
10	4	..	..	..	10, 9, 8, 7, 5, 7
11	4	..	N.W. b. W.	S.E.	..	
12	..	..	up S. b. W. ¼ W.	off S.W. b. W.	..

1770
2 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SATURDAY, JUNE 2ND, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	6	W. b. N.	S. S. E.	Fathoms. 7, 6, 6, 6, 6	Mod. breezes and cloudy ; the yawl ahead. Made a signal for the yawl. The No. ext'e of the land making like an isl'd N. 45 W.; some land making like islands N. 18 W.; same time holated the yawl up. Came too with the b't bower in 11 fa'm water and veered to the ½ cable. Found a slow motion of a tide setting to the Westward. Slack water. 4-p't 2, the ship tended and rode ahead of her cable ; found the tide had rizen 2 feet. Began to heavo, the tide rizen 9 feet. Weighed, and came to sail; tide rizen 11 feet, and set strong from ye W. N. W. Variation p'r amplit'd, 6° 45' E't. Set steering sails. Saw more land to the N.-W't. The ground so uneven that the yawl was sent ahead to sound. At noon, ext'm's of the land from N. 66° W't to S. 27° E.; the ext. of a number of Isl'ds from N. 51½ W. to E. ; dist. off the nearest shore, 2 leagues ; saw an opening on the main, bearing N. 86 W. Lat'd obs'd, 20° 56' So.
2	1	4	N. W. b. W.	..	7, 8, 9, 9½	
3	1	..	N. W.	..	9, 8, 7, 6, 5	
4	1	3	..	..	5½, 6, 7, 8, 9
5	3	4	..	..	9, 9½, 9, 9
6	3	..	..	..	9, 8, 10, 9½
7	2	4	N. W. b. N.	..	9, 10, 9½, 9	
8	2	6	..	..	9, 9, 9, 10
9	2	5	..	..	11, 10½, 9½, 10, 11
10	..	..	..	..	11, 11½ 11½, 11
11	..	..	..	..	..
12	..	..	..	..	..
1	3	4	N. N. W.	S. b. E.	11, 11½, 12, 12	
2	3	4	..	..	12½ 12, 11½, 10½, 10
3	3	4	..	..	10, 10½, 11, 11½, 11
4	3	4	..	..	10, 10, 9½, 10, 9
5	3	3	N. W. b. N.	..	9, 7, 6, 6, 6, 5½	
6	3	3	N. W't	..	4½, 5, 7, 9, 8	
7	2	8, 7, 5, 4½, 5	
8	6, 6½, 7½, 8, 8	

COOK'S LOG—REPULSE BAY.

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LIEUTENANT COOK'S OFFICIAL LOG continued.
SUNDAY, JUNE 3RD, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	..	N.W. b. W.	S.E.	Fathoms.	Mod. breezes and pleasant weather.
2	3	3	..	..	9, 9½, 10	The boat ahead.
3	3	..	..	..	9½, 9, 9	Steering for an opening.
4	3	6	..	..	9½, 10, 9	Sp't, made a signal for the boat.
5	2	..	..	..	9½, 9, 9½	Hoisted the boat up.
6	2	3	..	..	9½, 9, 9	Came too with the bt. bower and veer'd to ½ a cable
7	2	..	..	..	9½, 9½, 10	Found the tide set to the No'ward.
8	3	..	..	..	9½, 10, 10	Found the tide fallen 7½ feet.
9	3	..	..	..	10, 10, 10	..
10	..	..	..	..	..	..
11	..	..	..	..	..	..
12	..	..	..	..	..	..
1	..	..	..	..	..	Slack water; found the tide fallen 9 feet.
2	..	..	..	..	..	..
3	..	..	..	..	..	..
4	..	..	..	..	..	..
5	..	..	..	..	..	..
6	..	..	..	..	..	..
7	1	..	N.W. b. W.	E. b. S.	10, 10, 10	Found the tide come from the No'ward, and tide risen 3 feet; weighed and made sail.
8	3	..	..	..	9½, 9½, 9	..
9	3	..	N.W. b. W. ½ N	..	8½, 8½, 8½	..
10	3	4	E.N.E.	..	8½, 9, 9½	..
11	3	6	N.E.	..	9½, 11, 13	..
12	3	4	N. b. E.	..	13, 13	..
1	1	4	N.N.W.	..	20, 22	..
2	3	..	..	..	23, 20	..

* See Note 44, post, p. 164.

† See Note 94, post, p. 174.

1770
3 June.

ow land run across it.* Haul'd up for
S. 50 Wt to S. 44 E.
; an island with a remarkable peak,†
shore, 4½ miles. Lat'd obs'd, 20° 26' So.

1770
4 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
MONDAY, JUNE 4TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	2	N.N.W.	N.E.	Fathoms. 24	Mod. breezes and pleas't wea'r; running between the main and a chain of islands, dist' from the main 1 and from the isl'ds 2 mile; saw several albecores; saw 2 of the natives and a canoee with an outrigger, the largest was ever seen on the coast. 4-p't 5, the n'm't ext's of the streights in sight from N. 57° 30' W. to N. 15° E.; the southernmost from S. 32 E. to S. 21 E. A small island, N. 55 W. Distance from the nearest shore, 4 or 5 miles.
2	3	2	..	..	25
3	3	2	..	..	23
4	3	..	..	..	20
5	3	..	N.W. b. N.	..	21	
6	2	4	..	..	24
7	2	7	N.W.	..	23	
8	2	6	N.W. b. W.	..	22	
9	2	3	N.W.	..	21	
10	2	..	..	..	21
11	1	6	..	..	22, 20
12	1	6	..	..	19, 22
1	2	22, 23	Do. weather; bro't too. Made sail. Extremes of the land from E. b. N. to W. At noon { Ext's of the land from S. 09 E. to N. 70 W. An isl'd N. 50½ E. Dist'ce Lat'de obs'd, 19° 48' S.
2	2	..	..	..	23
3	2	4	W.N.W.	..	..
4	3	..	W. b. N.	..	23	
5	..	..	up S.W.	off W't.	20
6	2	2	W.N.W.	..	22	
7	4	..	W.	..	19, 17	
8	3	7	..	..	16½
9	3	5	..	..	16
10	3	4	W. b. S.	..	15, 14½	
11	3	3	W. b. N.	S.E. b. E.	14½, 14½	
12	3	2	..	..	14½, 14½

1770
5 June.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1 {	1	4	W. b. N.	E. b. S.	Fathoms.	Mod. breezes and fair wea'r. Carpenters employ'd repairing the pinnacle, and seamen making oacham.
2 {	1	4	W.N.W.	..	16, 10,	
3	2	6	..	..	16½, 16
4	3	2	16	Saw high land, bearing W. b. N.
5	3	4	..	..	15½, 15
6	3	4	..	..	15, 17
7	2	2	16½	Abreast of some high barren land.*
8	2	6	..	..	16
9	2	4	..	..	15½, 15
10	2	6	14½	Do. weather.
11	2	6	..	..	14, 13, 11½
12	2	3	..	..	11, 10, 10
1	2	2	11½, 9, 8, 7	Upon shoaling our water to 7 fa'm, haul'd from the land.
2	2	2	..	..	9, 8½, 7
3	2	3	N.W. b. W.	Et.	8, 8½	
4	2	4	N. b. W.	..	9, 9, 9, 9	Variat'n p'r ampl't'd, 5° 27' E't.
5 {	1	2	N. ½ W.	..	9½, 9, 8½, 8½	
6	1	2	..	..	8, 7½, 7
7	1	2	N.N.W.	S.S.E.	8, 8, 7½	Saw land extending as far as W.N.W.
8	2	2	..	..	8, 7½, 7, 6½, 6½
9	2	3	N.W. b. N.	..	7, 9, 9, 10,	
10	2	4	..	S.E. b. S.	11, 12	Little wind and fair weather, set steering sails.
11 {	1	..	..	..	14, 14
12	3	..	W.N.W.	..	14½, 14	
		1½, 15	Ext's of the land from N. 44 E. to N. 84 W., † shore dia. 4 leag's. Lat. obs'd, 19° 12'.

* See Note 49, post, p. 166.

† See Note 95, post, p. 174.

1770
6 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, JUNE 6TH, 1770.

H.	E.	Soundings.	Remarks, &c.
1	2	Fathoms.	
2	2	14	Little wind and pleas't wea'r. Carpenters and seamen as yest'd.
3	2	14	
4	1	13	
5	1	14	
6	1	13½	
7	1	13	
8	1	14, 14½	
9	1	14½, 14½	
10	1	14	
11	1	16, 16	
12	1	14	
13	1	14	
1	..	13½	
2	..	13½, 13	
3	..	13	
4	..	13	
5	..	13	
6	1	14	
7	1	15	
8	1	14½, 13½	
9	1	13½	
10	1	13½	
11	1	13½, 14	
12	1	14½	
			Ext's of the main from W. to S. E., a hummock appearing like an island, N. W. by W. * ; haul'd down steering sail.
			Calm, h'd to the Westward.
			Light airs. Variat'n, 5° 31' E th
			Set steering sails.
			Little wind and fair wea'r.
			At noon, extremes of the land from N. 49 W. to S. 23 E., dist. 5 m's. Lat. obs., 19° 00' E.

* See Note 60, post, p. 169.

1770
7 June.

H.	K.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	1	...	W.N.W.	S.E.	Fathoms.	Light airs, inclinable to calms.
2	1	...	..	..	13	
3	1	...	..	E.	14	
4	1	...	..	..	15	
5	1	2	..	..	14, 15	
6	1	5	N.N.W.	..	14	Variation by an amplitude, 5° 26' E.; 1-p't, ext's of the main from N. 83 W. to S. 40 E.; an island from N. 41 W. to N. 55 W.; nearest shore, 4 or 5 m's.
7	..	4	W.N.W.	..	14	
8	1	4	..	..	14½	
9	1	..	..	..	14	
10	1	..	..	..	14½	
11	1	..	..	..	14½	
12	1	2	..	..	14	
1	1	4	W.N.W. } W.	..	13½	
2	1	4	..	..	14	
3	1	4	..	S.S.W.	14	
4	1	4	..	..	13½	
5	1	4	..	..	14	
6	1	6	W. } N.	..	12½	Variat'n by an amplitude, 5° 00' E. Ext. of the land from N. 21 E. to S. 70 E. Carpenters and seamen employ'd as before. Punish'd Tho. Dunster, marine, with a dozen lashes for theft. At 10, runing between a chain of islands and the main. Saw some large cannoes and several Indians.
7	1	6	..	..	13	
8	2	7	W. b. N.	..	13½	
9	2	6	W.N.W.	..	13	
10	2	6	N.W.	..	13	
11	1	3	N.N.W.	..	11½, 11	
12	2	3	..	..	14½, 14½	At noon, sailing between some islands and the main* ; ext's of the main from S. 57 E. to N. 24 W. ; dist'ce from it, 3 or 4 leagues. Ext. of the islands from N. 3½ W. to N. 42 E. ; nearest dist'ce, 3 or 4 miles. Saw a number of smokes ashore. Lat'de obs'd, 18° 48' S. Light airs and fair wea'r ; steering for an opening between the isl'ds and the main.

* See Note 52, post, p. 167.

1770
8 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
FRIDAY, JUNE 8TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	N.N.W.	S.S.E.	Fathoms. 13, 12	Light airs, inclinable to calms. Running between a chain of islands and the main. Several smokes and several of the natives and cannoes along shore. The 1st lieutenant went on shore with the yaul and jolly-boat to the island; at 6 she return'd. Hoisted in the boats. The no'most p't of the main N. 30 W.* 4-p't 6, made sail. Nearest shore dist. 1/2 a mile.
2	1	..	..	..	10
3	1	..	..	..	8 1/2
4	1	2	..	..	10
5	1	4	N.E.	..	10 1/2	
6	1	6	..	..	10
7	{	..	up N.E. b. E. N. b. W. 1/2 W.	off N.N.E.	11	Little wind and fair weather.
8	1	2	..	..	12
9	2	2	..	..	13
10	2	2	..	..	13, 14
11	2	2	..	..	16, 16
12	2	4	..	S.S.E.	16, 16 1/2 14, 14	
1	2	4	N.W.	S.S.W.	15	Haul'd up for the appearance of an opening. Saw low lan' across. Bore away. Haul'd up for an opening between an island and ye main.† At daylight saw some breakers in the passage. Bore away and stood round the island. Open'd a cask of beef, N. 542; contents short 12 p. Do a cask of pork, compleat.
2	3	..	..	..	14 1/2
3	2	6	..	..	14, 13
4	2	4	N.N.W.	..	12, 11	
5	2	5	N. b. W. up S.W.	off W.S.W.	11, 12	
6	{	..	N.E.	..	..
7	1	3	N.W. b. W.	..	13, 14	At 11, steering between some islands, dist't from each 1/2 of a mille. Saw sev'l Indiana. At noon, ext's of the land from S.S.E. to N. An Island, distance 1 1/2 miles. Lat'de obs'd, 18° 00' S.
8	3	4	W.N.W.	..	15, 14, 12	
9	3	6	..	..	11, 10, 9
10	4	..	..	S.S.E.	9, 8, 7 1/2
11	3	5	N.N.W.	..	7, 7, 7 1/2	
12	3	4	N.	..	8, 9, 10, 11	
1	3	2	N. b. E.	..	11 1/2, 12, 11 1/2	

* See Note 53, post, p. 167.

† See Note 54, post, p. 167.

‡ See Note 96, post, p. 174.

LIEUTENANT COOK'S OFFICIAL LOG

SATURDAY, JUNE 9TH, 1770.

continued.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	7	N.W. b. N.	S.E.	Fathoms.	Mod'te breezes and pleas't weather.
2	2		N. b. W.	..	12	
3	3	2	N. b. E.	..	11, 10	
4	3		..	..	11
5	3	6	12, 13	The no'm't extreme of the land N. 30° W., 4 or 5 leagues.
6	3		..	..	14, 14½
7	2		.. W.	..	14½, 14½	
8	3		..	..	14
9	3	4	14	Saw several fires along shore.
10	2	5	N.N.W.	..	14	
11	2	4	..	..	14
12	2	4	..	..	14½
1	2	3	15	Set steering sails, the no'most extreme of the land N.N.W.
2	2	2	..	..	14
3	1	6	N. b. E.	..	13½, 13½	
4	1	4	N. b. E.	..	14	
5	1	4	..	S. b. W.	14½	Variation by an amp'd, 4° 53' E.
6	1		..	..	14½
7	1		N.N.W.	..	14, 14½	
8	3	5	N.W. b. N.	..	14½	
9	3	7	15	Saw a smoak ashore.
10	4		..	..	14
11	3	6	N.W. ½ N.	S.S.E.	14	
12	3	6	N.W. b. N.	..	15	
	1		N. b. W.	S.S.E.	17, 20	At noon, ext's of the main from S. 16 E. to N. 32 W., an isl'd N. 3 W. Sailing between an island and the main, each dist. one mile.* Lat. obs'd, 16° 55' S.

* See Note 57, post, p. 167.

1770

9 June

1770
10 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
SUNDAY, JUNE 10TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	3	4	N.W.	N.E.	Fathoms. 10½, 10, 9, 8, 7, 6	Fresh breezes and clear wea'r. ¼-p't 1, shorten'd sail and stood in for a bay.* Sent a m'te in the yawl to sound ahead. ¼-p't 2, came too with the b't bower in 4½ fa'm water. Extremes of the bay from S. 79 E. to S. 78 W. A low island in the offing, N. 30 E. Shore distance, 2½ m. The captain went on shore in ye pinnace.
2	1	4	W.S.W.	..	5, 4, 3½	
3	2	4	W.	..	3½, 4, 4½	
4	1	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	S. b. E.	4½, ½, 5	Light airs and cloudy weather; weighed and made sail out of the bay. Had several showers of rain. Mod. breezes and fair wea'r. Ye place sail'd from S.E., 3 miles. Extremes of the land from S.E. to N. 27 W. Pass'd some low sandy islands.† } At noon, ext. of the land from N. 25 W. to S. 87½ E. Lat'de obs'd, 16° 20' S.; } the nearest of the main N. 66 W., 7 or 8 miles.
2	..	..	..	Variable.	5½, 6, 6
3	..	..	..	..	7, 8, 9
4	..	..	..	..	10, 10½
5	..	..	N.W.	..	11, 12
6	..	..	N.W. ½ W.	S. b. E.	12, 13
7	..	4	N.W. ½ W.	..	13	
8	2	2	N.W. b. N.	..	13	
9	3	2	..	..	13
10	3	2	..	..	13½
11	2	4	..	..	..
12	2	6	N.	..	14, 14½, 15	
1	1	..	N.N.W.	..	15, 14½	
2	2	..	..	..	14½

* See Note 59, post, p. 168. † See Note 60, post, p. 168.

LIEUTENANT COOK'S OFFICIAL LOG continued.
MONDAY, JUNE 11TH, 1770.

H.	M.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	3	6	N.N.W.	E.S.E.	Pathous. 14, 14, 14. H'd ad.	Mod. breezes and fair wea'r. Sailing along shore; dist'ce off, 3 or 4 leagues.
2	3	6	..	..	15, 16, 15	Saw two low sandy keys bearing N.E., dist. 4 or 5 leagues.*
3	3	7	..	..	14, 13, 12	Cloudy wea'r and smooth water.
4	4	6	N.b. W.	..	Sandy clay. 13, 14, 10	Saw some rocks above water, bearing N. b. W. 3 or 3 leagues.
5	5	5	..	..	14, 14	Shorten'd sail in 2nd reef and haul'd off shore.
6	4	5	N.E. b. E.	S.E. b. E.	14, 14, 14	Mod. breezes and clear wea'r.
7	2	4	..	..	15, 16, 17	Pass'd over a bed of rocks, sound's as p'r column.
8	2	4	..	..	20, 20, 21	Shoal'd the water from 20 to 17 f'm, and standing on a cable's length
9	2	2	E.N.E.	S.E.	Rocks. 21, 20, 21, 18, 10, 9, 8	further the ship struck on some rocks. Clew'd all up and hoisted out
10	2	2	..	..	Sandy. 9, 11, 12, 15	the boats, sounded round the ship, and found she was upon the edge
11	1	6	..	..	17, 17, 21, 20	of a bank of coral which lay to the N.W. of her. Carried out the
12	..	..	..	..	17. Clay.	stream anchor with two hawsers to the southward. Hove tort meas-
13	..	..	..	..	..	time. Got down t'gull's yards, struck yards and topmasts. The ship
14	..	..	..	..	..	hard,
15	..	..	..	..	..	ship.
16	..	..	..	..	..	rell to
17	..	..	..	..	..	arrid
18	..	..	..	..	..	's con-
19	..	..	..	..	..	hold,
20	..	..	..	..	..	At 8,
21	..	..	..	..	..	spare
22	..	..	..	..	..	he 4th
23	..	..	..	..	..	s to ye
24	..	..	..	..	..	board.
25	..	..	..	..	..	three
26	..	..	..	..	..	At
27	..	..	..	..	..	streaks heel to starboard. Lat'd observ'd, 15° 45' So.

* See Note 61, post, p. 168.

1770
11 June.

1770

12 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

TUESDAY, JUNE 12TH, 1770.

H.	Remarks, &c.
1	These 24 hours light airs and fair wea'r. Employ'd at the pumps and clearing ship. Carried out the small bower anchor to the westward. Lash'd blocks on both bower cables, reeved hawsers and hove tort on all the 5 anchors. At 4 it was low water, which we could perceive by the rocks about the ship and part of the bank being dry. The rise and fall does not exceed 3 or 4 feet.
2	
3	
4	
5	Found the tide began to rise. Hove a fresh strain and made use of every method that our situation would admit off to heave the ship off. Found the leak did not gain on the three pumps.
6	
7	
8	
9	At 9, the ship righted, and at 10 hove her afloat. Veer'd away on the stream cable and small bower and bro't the b't bower and coasting anchors ahead in 15 fa'm water, muddy ground. Found it impossible to save the small bower, so cut it away at a whole cable.
10	
11	
12	
1	Sent the longboat to weigh the stream anchor. Purchas'd the anchor, but lost the cable amongst the rocks. People employ'd at the pumps and shifting the coasting cable and spare stream hawser from the quarter forward. The leak gain'd on the pumps these 4 hours. Had 3 feet 9 inches in the hold.
2	
3	
4	
5	Sent the longboat to weigh the spare stream anchor and run it out to ye S.E. for to warp the ship to windward. Hove tort on ye warp, hove up the b't bower and coasting anchors, and got up the foretopm't and foreyards. The pumps gain'd on the leak these 4 hours.
6	
7	
8	
9	Warp'd head. Some hands employ'd sewing hair, wool, and oacham into a low steering sail to fother the ship. At 11, weigh'd and came to sail with a light air at E.S.E. Sent the pinnace ahead to tow, and a small boat to lye on the edge of the bank.
10	
11	
12	At noon the dry bank bore No., distance 1½ miles. Got up maintopm't and main yards.

COOK'S LOG—LOOKING FOR A HARBOUR.

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1770
13 June.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	1	..	S.W.	E.S.E.	Fathoms. White sand. 15, 15, 15 16, 16, 16	Light airs and fair wea'r. Standing off the shoal and in for the main: it being suspected that she suffered must on the starboard bow, fother'd her there, and presently after the leak decreas'd so much as to keep clear with one pump with ease.
2	1	..	S.S.W.	..	..	..
3	1	..	W.S.W.	S.E.	16, 16½	..
4	1	..	W.	..	16½, 17	..
5	1	..	W. b. N.	..	17, 17½	..
6	..	4	..	..	..	..
7	..	..	..	..	..	..
8	..	..	..	..	..	..
9	..	..	..	..	..	..
10	..	..	..	..	..	..
11	..	..	..	..	..	..
12	..	..	..	S.W.	..	..
1	..	..	..	..	..	..
2	..	..	..	..	..	..
3	..	..	..	S.S.W.	..	..
4	..	..	..	..	..	..
5	..	..	..	..	..	..
6	..	6	N.W. b. W.	..	17, 17	..
7	..	4	..	S.S.E.	16, 16	..
8	1	..	..	..	15, 15	..
9	2	5	N.W. † N.	..	14, 14	..
10	2	5	N.W. † W.	..	13, 13	..
11	2	5	N.W. † W.	..	12, 12	..
12	2	4	..	..	11½, 11½	..

* See Note 63, post, p. 168.

At noon, ext. of the main from S. 16 E. to N. 14 W't. Ye two isl'ds from S. 35° 30' E. to S. 47 E. Some land mak'g like isl'ds N. 8° 30' W. Shore d. 2 or 3 l's. Lat'd obs'd, 15° 37' 50.

1770


14 June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

THURSDAY, JUNE 14TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	2	N.W.	S.E. h. E.	Fathoms.	<p>Mod. breezes and fair wea'r. Pinnace ahead sounding.</p> <p>bearing W. 8. W. 4 or 5 miles. in the pinnace and yawl went (which is now us'd as a small n. Ext't of the land from No. 3 boats upon sounding found pinnace run along shore, and at 8 return and reported a very good harbour 2 or 3 leagues to the No'ward.</p> <p>Fresh breezes and fair wea'r. Weighed and made sail. Pinnace and yawl ahead sounding. Irregular muddy g'd. At 9 came too with the b't bower in 4 f'm and veered to ½ of a cable Ext's of the land from N. 20 E. to S. 23° E. Last anchoring-place, S. 25 E., 7 miles. Mouth of the harbour S. 63 W., 1½ miles. A shoal N. 49 E., 2 miles.</p> <p>At noon, a fresh trade and fair wea'r. The capt'n and master went ashore in the pinnace and yawl to buy ye chan'l into the river. Carp's employ'd repair'g ye bed pump. Lat. obs'd, 15° 26' So.</p>
2	2	2	N.W. b. N.	..	12, 11	
3	{ 1	2	N.W.	..	10, 9, 8, 7	
4	{ 1	6	N.W. ½ W.	..	7, 7, 6½, 6	
5	5½, 6, 5	
6	4½, 5, 5	
7	5½, 6, 6, 5	
8	4, 3½, 4	
9	4, 5, 6, 5½	
10	
11	<p>Fresh breezes and fair wea'r. Weighed and made sail. Pinnace and yawl ahead sounding. Irregular muddy g'd. At 9 came too with the b't bower in 4 f'm and veered to ½ of a cable Ext's of the land from N. 20 E. to S. 23° E. Last anchoring-place, S. 25 E., 7 miles. Mouth of the harbour S. 63 W., 1½ miles. A shoal N. 49 E., 2 miles.</p> <p>At noon, a fresh trade and fair wea'r. The capt'n and master went ashore in the pinnace and yawl to buy ye chan'l into the river. Carp's employ'd repair'g ye bed pump. Lat. obs'd, 15° 26' So.</p>
12	
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10	<p>Fresh breezes and fair wea'r. Weighed and made sail. Pinnace and yawl ahead sounding. Irregular muddy g'd. At 9 came too with the b't bower in 4 f'm and veered to ½ of a cable Ext's of the land from N. 20 E. to S. 23° E. Last anchoring-place, S. 25 E., 7 miles. Mouth of the harbour S. 63 W., 1½ miles. A shoal N. 49 E., 2 miles.</p> <p>At noon, a fresh trade and fair wea'r. The capt'n and master went ashore in the pinnace and yawl to buy ye chan'l into the river. Carp's employ'd repair'g ye bed pump. Lat. obs'd, 15° 26' So.</p>
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LIEUTENANT COOK'S OFFICIAL LOG continued.

Day and Month.	Winds.	Remarks, &c.
1770. Friday, June 16 ..	S.E. E.S.E. S.E.	It had some showers of rain. P.M.—Got down topgall't yards. At 8 reared away to jds of a cable. A.M. Got in ye fore topgall't sail and converted p't of it to parreling for the bed for waulding it. Some hands employ'd splicing the hawsers that 12th last. Saw a smoke ashore.
Saturday, June 16	S.E. S.E. b. E. S.E. b. S.	Fresh gales and cloudy with passing showers of rain. At 6 a.m. the weather was a  more mod't. Hove ahead, but the gale increasing veer'd away as before.
Sunday, June 17	S.E. and S.E. b. S.	First and middle p't, do wea'r, the latter, fresh breezes and fair. At 7 a.m. weighed and came to sail. At 8 she struck on the bar. At 9 she back'd off; soon after, comming to near the weather shore, she grounded. Carried out the stream anchor. Hove bort, and turn'd all hands too to get the boom and spars over the side for a raft: same time got down the fore yard, fore topgall't, and fore opeal yard upon the raft. Flow water at 11 o'clock.
Monday, June 18	S.E. S.E. b. E. S.E. b. S.	With rain; latter, fresh breezes and fair. At 1 p.m. got the b, on the N. side the river, having two hawsers out fast to stream, and the stream anchor run out from the starboard id all the hawsers. A.M.—Made a stage from the ship to the re dry provisions. Erected two tents—one for the provision carpenter's stores. Sent a boat to haul the men; they
Tuesday, June 19	S.E. b. S.	Heavy rain. P.M.—Employ'd landing the provisions and A.M.—Got the 4 guns out of the main hold and mounted and anchor and anchor-stock ashore. Also landed the
Wednesday, June 20 ..	S.E. b. S.	Do. wea'r. P.M. Got most of the ground tier of butts out, many of which were quite rotten and would not bear the rolling. Got most of the boatsw'n's and carp'r's stores ashore. A.M. Got a spare anchor ashore and a spare windlass, the remaining part of the ground tier, two spare caps, and sundry other spare stores.

* See Note 97, post, p. 174.

1770
16 to 20
June.

1770
21 to 26
June.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Thursday, June 21	S.E. S.E. b. S.	Mod. breezes and fine wea'r. Employ'd clearing ship and making ready for hauling the ship ashore. In trimming the coals aft heard the leak making its way by the flooring ends two feet abaft the foremast. A.M.—Employ'd getting the coals ashore. The surgeon went up the river to get beans for the sick. Boil'd wheat for the ship's company's breakfast.
Friday, June 22 ..	S.E. S.E. b. E. S.E. b. S.	Fresh breezes and fair wea'r. P.M.—Employ'd landing the coals. The gunner got his powder and all his other stores ashore. At 4 cast loose and warp'd up the river a cable's length to the bank where the ship is appointed to lie for stopping the leak. At 8 it was high water; hove her close ashore. Draught of water forward 7 feet 9 inches, aft 11 feet 6 inches, her bow being close up to the mangrove trees and her stern in 3½ fathoms. At 2 a.m. the tide left the ship dry forward. Examined the leak, and 4 feet of the plank cut thro' by the rocks. Found a piece of the rock sticking in her bottom and several other streaks much damaged. Also found much sheathing off the larboard bow, and sundry other damages. At 10 the carpenters begun to work on her, it being two hours ebb. Some hands employ'd making a well and clearing the watering-place. Unbent the main tops'ls to mend. Sent the longboat to take up the stream anchor, the ship being fast to the shore by the messenger. Had a 6-in. hawser to the spare stream anchor out in the river for a sternfast.
Saturday, June 23	S.E. to E.S.E.	Fresh breezes and fair wea'r. Carpenters employ'd shifting the damaged plank. Seamen scraping the ship's bottom. A.M.—Carried out the spare stream anchor stern ready to heave off by. Carpenters employ'd sheathing the new plank. Clear'd ship between decks. Sent a boat to haul the saen; at noon they returned with success. Sailm'rs on the old main topsail.
Sunday, June 24	S.E. b. E. and E.S.E.	Strong breezes and fair wea'r. P.M.—The carpenters finished the starboard side. Sent a boat to haul the saen. People employ'd trimming everything over for heeling ship the other way. At 6 the fishing-boat return'd without any fish. At 9 haul'd the ship a little off and hecl'd her to starboard. A.M.—The carpenters employ'd on the sheathing of the larboard bow.
Monday June 25	E S E	Do. wea'r. P.M.—Carpenters employ'd as before. Sent a boat over the river for some beans and parcelain* for the sick. A.M.—A party went on shore to fill water.
Tuesday, June 26	E.S.E.	Do. wea'r. P.M.—The carpenters finished there work on the larboard bow. Some hands employ'd filling water. A.M.—Employ'd filling water and getting casks under the ship's bottom to float her off the next flood.

* See Note 93, post, p. 174.

LIEUTENANT COOK'S OFFICIAL LOG continued.

Day and Month.	Winds.	Remarks, &c.
1770. Wednes., June 27..	E.S.E. and S.E.	Fresh breezes and fair weat'r. P.M.—Employ'd watering. Got 19 ton of cask under the ship redy for high water. Carp's employ'd caulking. At 4 carried the other stream anchor out astern. High water $\frac{1}{2}$ p't 11; he told did not rise near so high as last night. At daylight got a cask forward, to ease the ship. A party of men filling water, hands landing the casks from under the ship, having lost hopes of carpenters empl. fitting stocks to the spare anchors.
Thursday, June 28	S.E.	Do. weather. Employ'd rigging and watering. Carp's as before. Coopers on the casks.
Friday, June 29 ..	S.E. and E.S.E.	Do. weather. Employ'd wholly as before. P.M.—The captain went on shore to attend an observation of Jupiter's satellites. Sent a boat to haul the men, who returned with 154 lb. of fish.
Saturday, June 30	S.E. b. S. to S.E. b. E.	First and latter p't, fresh breezes and cloudy weat'r; middle part, light airs with some rain. Employ'd as before. The fishing-boat returned, having caught 254 lb. A.M.—Sent a boat fishing. Carp's employ'd cutting firewood.
Sunday, July 1 ..	S.E. W.S.W. S.E. b. S.	First and middle p't, fresh breezes and fair weat'r; middle p't, light breezes and cloudy. P.M.—Employ'd wholly as before. A boat employ'd fishing, with much th' same success. A.M. A man from every mess fishing. The rest of the ship's company ashore to refresh.
Monday, July 2	S.S.E. W.S.W. S.E.	Do. weat'r. P.M.—People employ'd fishing and refreshing. A.M.—The master, in the pinnace, went to the eastward to find a passage between the reefs. People employ'd on the rigging. Carpenters and cooper as before.
Tuesday, July 3 .	S.E. b. S. and S.E.	Fresh breezes and fair weat'r. P.M.—The carpenters employ'd repairing the longboat. Leach'd cask under the ship in order to get her off, if possible, next high water. At 6 hove a strain to no purpose. A.M.—Sent the boat fishing as usual. A party of men having been out all night in quest of some beasts that we have seen frequently, return'd without success. At noon bro't on board a quantity of cockles, large clams as them out to all hands. The boat employ'd fishing, reef's aboard. Served

1770

27 June to
3 July.

1770

4 to 8 July.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

Day and Month.	Wind.	Remarks, &c.
1770. Wedn'd., July 4	S.E.	Strong gales and fair weather. P.M. Employ'd wholly as before. At 7 p.m. hove the ship about, and landed the spars and empty casks that was under her bottom. A.M.—Employ'd trimming ship to bring her on an even keel. Got the fore-topmast up, fore yard and fore-top'sail yard across. Shifted the provisions and stores from the after hold, forward.
Thursday, July 5	S.E. and E.S.E.	Strong breezes and fair weather. P.M.—Examined the bank on the south side of the river, and shifted the stream anchor in order to leave her out at high water. In the meantime employ'd shifting everything in order to bring her on an even keel. At 4 p.m. hove on the bank to examine the ship under the main chains on the larboard side, where we know the sheathing board was beat off on the rocks. Attended her at 2 a.m. (being low water), but the tide did not fall above 5 feet. At daylight got a purchase from the b. b'r anchor in readiness to heave the ship off. Some hands employ'd about the rigging.
Friday, July 6	E.S.E. S.E.	P.M.—Do. weather. At 2 low water, had 4 feet under the ship. One of the carp'rs examin'd her and found three streaks of the sheathing gone, about 7 or 8 feet in length; found, also, the main plank a little chaf'd. This account agree with the report of master and several others who have been under the ship. Bent the mainmast to a lower anchor at the tents to assist in heaving off at high water. Hove off the bank and the mainmast to the bank, where we clear'd ship. A.M.—Got a stage made from the ship to the shore. Got on board 8 tons of water for the ground tier of the after hold. Got the provisions out of the main hold into the after hold. Some hands employ'd about the rigging.
Saturday, July 7	S.E. Variable. S. b. E.	First and latter p't, mod't breezes and fair; middle, light airs. P.M.—Employ'd in the after hold. A.M.—Got the coals in; cleared the spirit-room to receive them, and stow'd the spirits in the after hold. Got the spare anchor in and sundry other spare stores. Stow'd the iron ballast belonging to the main hold on the larboard side in the pump-well.
Sunday, July 8	S.E. b. E. and E.S.E.	P.M.—Light breezes and fair weather. Employ'd getting on board stores. Open'd a cask of beef, 1 piece short, and a cask of pork, 1 piece short. A.M.—Fresh breezes and fair. The master went out to examine the seaward passage thro' the reefs. Bent a boat fishing and clean'd ship fore and aft.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Monday, July 9 ..	S.E. to E.S.E.	Mod. breezes and fair wea'r. P.M.—The master return'd, having been 7 leagues out sounding without being able to bring in a satisfactory account of the passage. In coming in over the nearest reef he met with a number of turtle; struck 8; w't between 8 and 900 lb. On board, employ'd taking the ground tier. The sail has less success than lately. A.M.—Two boats went out in quest of turtle. Serv'd turtle to all hands.
Tuesday, July 10 ..	Variable. E't'y.	Mod. and fair. Employ'd in the hold and on the rigging. P.M.—One boat return'd from the reef without success. A.M.—Sent a boat to the reef.
Wedn'ed., July 11 ..	Easterly.	Do. wea'r. Employ'd wholly as before. P.M.—Both boats returned with only one turtle and a load of clams. Serv'd the clams to the ship's company.
Thursday, July 12 ..	Variable.	Do. weather. Employ'd stowing the hold and rigging the ship with all expedition. A quantity of our bread being spoil'd by wet, some hands employ'd cleaning and drying it. The yawl bro't on board a turtle and a skate.
Friday, July 13 . ..	do.	Light breezes and hazy. Employ'd wholly as before. Got on board all the provisions. The yawl bro't on board a turtle and skate.
Saturday, July 14 ..	Easterly and S.E.	Light breezes and fair wea'r. Got a quantity of stone ballast into the bread-room to trim ship. Some hands employ'd on the rigging and stowing the hold. This day an animal was shot, w't about 28lb. gross.*
Sunday, July 15 ..	Variable. E.N.E. East.	Light breezes and hazy. P.M.—Employ'd as before. A.M.—Another boat went out to ye shoals. A boat employ'd with the saen. Clean'd ship fore and aft, and the remainder of the day is a holiday.
Monday, July 16.. .	N.E. Calm. Variable.	First p't, moderate breezes and fair; middle p't, a close fog; latter, light breezes and clear. P.M.—The yawl arriv'd with 4 turtle and 1 skate, and set out for the reef immediately. A.M.—Got on board some of the spare spars, put a topsail yard between decks and a spare cable in the hold. Serv'd fish to the people.
Tuesday, July 17 ..	N.E. S.E.	P.M.—Mod. breez's and fair wea'r. Got the b't hower cable in its place. Got all the firewood on board. The pinnace arriv'd with 3 turtle. A.M.—Fresh breezes and cloudy. Employ'd setting up the lower rigging and getting on board the officers' stores.

* See Note 99, post, p. 174.

1770
18 to 24 July.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Wednesday, July 18 ..	E't.	Fresh breezes and fair we'r. P.M.—The master went to the no'ward to look for a passage. Hove the ship into the stream a little more to prevent her taking the ground. Employ'd about the rigging. Got on board the sails. A.M.—Struck the tent. Got them and the armourer's forge on board. Bent the mainmast and got on board a turn of water for the ship.
Thursday, July 19 ..	S.E.E. to E. b. N.	Do. we'r. masts, & about us. continued with sun and sea
Friday, July 20 ..	East'y.	Weather as yesterday. P.M.—Employ'd birthing the ship in the river. At midnight the master return'd, and reported that there was no passage to the no'ward. A.M.—The capt. and master went out on the bar to sound and place the buoy. Rec'd on board water for press't use.
Saturday, July 21 ..	E. b. N. to E. b. S.	First and latter part, fresh breezes and cloudy, middle, mod. and fair. P.M.—Sent the pinnace to haul the saen. In the evening the yawl and pinnace return'd, the pinnace with fish for all hands, and the yawl with one turtle, which they caught in the net. A.M.—The wind blew so strong that the turtlers could not get out to the reef, nor the ship could not stir from her moorings. Sent the boatswain ashore with materials to make rope. Fill'd the empty water-cask. Some hands employ'd making brooms.
Sunday, July 22 ..	E't. and S.E.	Fresh breezes and fair weather for the most p't. In the p.m. had light winds and some rain. Boatswain employ'd making rope. In the evening he brought on board 100 lb of 8-inch. The pinnace haul'd the saen with pretty good success. A.M. Employ'd as before. Sent a party of men for greens. High water at 9 o'clock. Served fish to the people, and sent the yawl to the reef.
Monday, July 23 ..	• S.E.	Strong breezes and fair we'r. Employ'd making rope. Pinnace with the men with little success.
Tuesday, July 24 ..	S.E. and E.S.E.	Do. we'r. Employ'd as before. A.M.—Struck the topgallant mast to fix new backstays.

LIEUTENANT COOK'S OFFICIAL LOG continued.

Day and Month.	Winds.	Remarks, &c.
1770. Wednesday, July 25	S.E. to E.S.E.	Strong breezes and fair wea'r. This day the boatswain made two grapnell ropes for the pinnace and longboat. P.M.—Haul'd the saen and got fish enough for the sick. A.M.—The yawl return'd from the reef without success, as it has blown a fresh gale ever since they went out. Boll'd cabbage in the ship's company's pease.
Thursday, July 26	S E. b. E. and E.S.E. E.S.E.	Do. wea'r. People employ'd working up junk to make rope. Sent a party of men for greens and cabbage. Served turtle to the ship's company. Haul'd the saen as usual.
Friday, July 27 ..	S.E. S.E. b. E.	Fresh gales and cloudy. Fill'd the empty water-caska. A party of men making brooms, cutting of wood, and a party of men hauling the saen. A.M.—Mr. Gore shot a beast, w't 80 lb.
Saturday, July 28	S.E. S.E. b. E. Calm.	Fore the most part do. wea'r. Employ'd cutting wood, hauling the saen, and making oacham. Continued to serve turtle every meat-day.
Sunday, Ju'y 29 ..	W.S.W. S.E. S.S.E. N.E.	P.M. do. wea'r. Employ'd as before. At 1/2 p't 5 a.m. had a light air off the land. Hove up and got the boats ahead to tow. Sent a boat on the bar to sound. She return'd immediately, and inform'd us that there was only 13 ft. water upon the bar. Came too and sent the yawl out to reef. Draught of water forwood, 13 feet 6; aft, 13 feet 7 inches.
Monday, July 30 ..	E.S.E. S.E. S.S.E.	First part, strong breezes and fair wea'r; middle and latter, fresh breezes and cloudy, hazy, rainy wea'r. P.M.—The pinnace return'd, having caught only 25lb. of fish, which was serv'd to the sick. At 3 a.m. the master went out on the bar, and found it impossible for the ship to get out. People employ'd scraping the decks. Carp's finish'd caulking.
Tuesday, July 31	S.S.E. S.E. E.S.E.	First and latter p't, strong breezes and cloudy; the middle, strong breezes, with squalls of wind and rain. Attended the tide on the bar, but found it impossible to get out, the wind blowing so fresh at S.E. Caught 125lb of fish with the saen.

1770
25 to 31 July.

1770
1 to 5 Aug.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Wednesday, August 1.	S.E. E.S.E. S.E.	Do. wea'r. P.M.—Employ'd picking oacham. A. waiting here since 20 ult. for a land wind to happen'd at a proper time of tide. At 7, the into the stream. Loos'd sails to dry. The ci board pumps. In the p.m. the yawl return'd been exceeding bad on the reef.
Thursday, August 2.	S.E.	Strong breezes and cloudy; in the night had heavy rain. People employ'd making oacham and hauling the men.
Friday, August 3.	S.E. E.S.E. S.E. b. E.	Strong breezes and cloudy in the first and middle p'ts, latter, moderate and fair. At 7 a.m. weighed and attempted to warp out, but the ship tacking on the bank on the No. side, a fresh breeze coming on, and the ebb tide made, hove her over to the So. side and came too with the b't bower in 32 fathoms, 14 cable's length to the eastward of the last anchoring place. Carried the top-chains ashore to make fast to the rocks, and the messenger to make fast to the top-chains, with which moor'd ship as before.
Saturday, August 4.	S.E. S.S.E. Westerly. S.E.	P.M.—Mod. and fair wea'r. Sent a boat to haul the men. The capt'n and master went out on the bar. At 4 carried the coasting anchor without the bar ready for the first opportunity to warp out by. At 6 the fishing-boat return'd with little success. A.M.—Do. wea'r. At 3 laid a warp over the bar. At 5 weigh'd and warp'd ahead. At 6 was over the bar. Run a warp to the coasting cable. At 8 weighed the coasting anchor and made sail into the offing, having a light land breeze. At 10 had a moderate sea-breeze. Stood close on a wind, steering E.N.E. Sounding from 3½ to 15 fathoms. The plinace ahead sounding. Sent the yawl to the Turtle Reef. At noon came too with the b't bower in 15 fathoms, good ground. Harbour, mill'd from W.S.W. 4½ leagues, the turtle shoal E't 1 mile.
Sunday, August 5.	S.E. and S.E. b. S.	P.M. Moderate breezes and fair wea'r. Sent the boats on the reefs for clams and turtle. In the evening they return'd with 1 large turtle and one large stingray and clams for all hands on board. Employ'd clearing the ship fore-and-aft and moving our small anchors. A.M.—Sent two boats on the reef, but it blowing fresh they soon return'd, with only one turtle. 4-p't 9, high water. At 10 hoisted the longboat and yawl up. 4-p't began to heave, but she drove long before we could come near ye anchor. Year'd away again as before. Lat'd obs'd, 16° 24' So. Caught a No. of shirka.

* See Note 100, post, p. 174

Day and Month.	Winds.	Remarks, &c.
1770. Monday, August 6 ..	S.E. b. E. S.E. S.E. b. E. S.E. S.E. b. S. S.E.	P.M.—Fresh breezes and cloudy weather. At 2 weighed and came to sail. Steered out N.E. b. E. 8 miles. Passing by the lee end of the Turtle Reef had 14½ and 14½ fathoms. Dist. off, 1½ miles. The pinnace ahead sounding. At ½-p't 4 had run the above distance. The pinnace made the signal for shoal water. Same time saw a small sandy island on a shoal, bearing N.E. b. N. 3 or 4 miles. Saw breakers ahead and on the weather bow. Tack'd ship. Stood off and on making short trips, the pinnace sounding on the shoal nearest us. At ¼-p't 5 she came on board and inform'd us that there was not above 6 foot water on some part of the shoal. Came too with the b't bower in 20 fathoms water, brown clay. Veer'd to a whole cable. Served hooks and lines to the ship's company. A.M.—Strong breezes and a head sea. People employ'd on sundry necessary duties. Lat. obs., 15° 16' So.
Tuesday, August 7 ..	S.E. b. S. S.S.E.	P.M.—Strong breezes and cloudy. Got down topgall't yards. Veer'd away a whole cable. Kept a good lookout to see for a passage between the shoals, it being low w'r about 4 o'clock. Could not see any opening, so that we are at a loss how to proceed when the weather grows moderate. At 11 found she drove. Veer'd away to a cable and ¼d on the b't b'r. A.M.—The ship continued to drive. Let go the small bower and veer'd away and bro't it to bear at ¾ of a cable. Got the sheet and coasting anchors over the side. Got down topgall't mast and struck yards and topmasts. At noon, strong gales and cloudy. The No. ext't of the main seen from the harbour bore S. 55° W., dist. 4½ leagues. No observation.
Wednesday, August 8 ..	S b. E. S.S.E.	Strong gales and cloudy, with a head sea. The ship rides a great strain. People employ'd making sennit for various uses. In the a.m. more moderate. Lat'd obs'd, 15° 10' So.
Thursday, August 9 ..	S.E. S.S.E.	Do. wea'r. P.M.—Got up the topmasts. A.M.—Hove ahead on both cables and put the service on afresh.

1770
6 to 9 Aug.

1770
10 Aug.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
FRIDAY, AUGUST 10TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	S.S.E.	Fresh breezes and cloudy. People employ'd making sennit and oacham.
2	More mod't. Hove up the small bower anchor.
3	Hove in the long service of the b't bower.
4	Strong breezes and cloudy.
5	A fresh gale and hazy.
6	More mod't. Got up the lower yards.
7	Hove into the short service.
8	Weighted and made sail inshore, with the pinnace ahead sounding. Sounded from 9 to 12½ fa'm regular. At 8 bore away for some small islands to the northward of were the master had been sounding. At 9 pass'd the three small islands,* dis't from them ¼ of a mile, the No. head seen from the harbour bearing S. by W. 4 leagues. Saw some islands to the northward. Shap'd a course between the islands and the main. ½-p't 10, pass'd a sm. low island. Depth of water, 17 f'm.
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9	
10	4	..	N. b. W.	S.E. b. S.	
11	2	..	No.	..	
12	2	..	N.N.W.	..	
13	8	2	N.W.	..	At noon, fresh breezes and cloudy hazy wea'r. Unbent the sheet and coasting cables; got the sheet anchor upon the gunwale. The No. ext's of the main, N. 78 W., 7 miles. Ext's of 6 isl'ds† (3 of which are high and 3 small and low), from S. 56° E. to N. 22° E. Nearest dist., 7 or 8 miles. Lat'd obs'd, 14° 51' So. Depth of water, 14 fa'm.

* See Note 66, post, p. 168.

† See Note 67, post, p. 169.

1770
11 Aug.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	4	..	W.N.W.	S.E. b. S.	Fathoms.	Fresh breezes and cloudy hazy wea'r. Saw low land and breakers to the N.W't. Had'd in shore, the weather not permitting us to run further to leeward. 1-p't 2 anchor'd in 1/2 less 5 fa'm with the b't bower and veer'd to 1/2 a cable, the No. ext's, set at noon, bearing S. 37° E. one mile, the No.-East and largest of the 6 is'ls bearing N. 43 E't --- leagues.* Unbent the foretopsail to mend, and got up topgall't masts. The capt'n and gentlemen went on shore in the pinnace. Saw a smock ashore. At 5 the captain had got upon the highest hill hereabouts in order to see the coast further to the No'ward.†
2	3	4	S.W.	S.S.E.	Soft blue clay.	
3	1	4	West.	..	14, 13, 13	
4	12, 11, 10	
5	9, 8, 7, 6, 5	
6	
7	
8	
9	
10	
11	
12	
1	The master went on shore for the same purpose, but the weather was so hazy that his acc't was of no consequence. The captain, in the pinnace, went to the eastward to take a view from one of the high islands, and the master was sent in the yawl to leeward to sound the passage between some islands and the main. Serv'd the last of the turtle to the ship's company.
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	

* See Note 101, post, p. 174.

† See Note 68, post, p. 169.

1770

12 & 13 Aug.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

Day and Month.	Winds.	Remarks, &c.
1770. Sunday, August 12	S.S.E. and S.E.	Fresh breezes and fair wea'r. People employ'd cleaning ship fore and aft and mak'g oacham. At noon the yawl return'd, having found from 5 to 7 fa'm in the passage between the low islands and the main. Lat'd obs'd, 14° 48' So.
Monday, August 13	S.E't.	Do. wea'r. At 7 p.m. the captain return'd, having had a view of the large outer reef to the eastward. Sent a boat with a m'te to examin the channell he had seen from an island through the reef, but the boat return'd without effecting it. At 6 a.m. weighed and came to sail. Stood out to the eastward, and made several boards, while the pinnacle proceeded sounding. Had not more then 15 nor less than 9 fa'm water. At 11 pass'd to the northward of two reefs; distance off a small sandy island on one of them, 1½ miles. At noon the northermost of the 6 islands bore S.E. 1 mile; the place sail'd from, S. 43 W.; distance, 5 leagues. Depth of water, 14 fa'm. Took the pinnacle in tow. Lat'd observ'd, 14° 38' So.

1770
14 Aug.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	A fresh trade and fair wea'r. Standing for ye reef. At 2 tack'd ship. The master went away in the pinnace to sound the channel in ye reef the captain had discover'd from the island. 3-p't 2 he made the signal for having water enough for the ship. Tack'd, and stood out. At 8 the master came on board and reported he had 25 fa'm water close to the southermost side of the reef; 3 p't, the opening in one with the high island, at noon, S. 39° W. Distance from the island, 3 or 4 leagues; from the reef, 2 miles. Could get no ground with 100 fa'm of line. 3-p't 4, bro't too, and hoisted in the pinnace and secur'd the anchors. 3-p't 5, made sail again. At 6 the island pass'd at noon, S. W. b. S. At 7 close-reef'd the fore and main and handed the mizen topsails. At 8 wore ship.
2	..	..	..	..
3	1	..	N.E. b. E.	S.E. b. S.	
4	3	..	E.N.E. 3 E.	..	
5	1	4	up E't	off N.E. b. E.	
6	..	..	E.N.E.	S.E.
7	2	6	E. b. N.	S.E. b. S.	Wore ship.
8	3	4	S.S.W. 3 W.	S.E.	
9	2	4	E. b. N.	S.E. b. S.	
10	3	5	S.S.W.	S.E.	Wore ship.
11	2	6	E.N.E.	..	
12	2	6	S.S.W.	..	
1	3	2	N.N.W.	..	Out all reefs topsails and bore away. The island pass'd yesterday at noon S. 3 W't 2 leagues.
2	2	..	..	..
3	5	3	..	..
4	5	5	Swayed the topgall't yards.
5	5	5	N.W.	..	Set steering sails.
6	5	A fresh trade and fair wea'r. Lat'd obs'd, 13° 45' So.
7	5	..	..	..
8	5	..	..	..
9	5	
10	5	
11	5	
12	5	

1770
15 Aug.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
WEDNESDAY, AUGUST 15TH, 1770.

H.	K.	F.	Courses.	Winds.	Remarks, &c.
1	5	6	N.W.	S.E.	A fresh trade and clear pleasant wea'r ; carp'r's employ'd repairing the pinnace.
2	5	6	..	..
3	5	6	..	..
4	5	6	..	..
5	5	6	Close-reef'd the topsails ; handed the mizen topsail, and bro't too. Main topsail to the mast ; sounded no ground with 100 fa'm of line.
6	5	6	..	..
7	..	..	up N.E. b. E.	off N.E. b. N.
8	..	..	..	..
9	up N.E. † E.	off N.N.E.	Do. weather.
10	..	..	..	..
11	..	..	..	..
12	..	..	..	..
1	up N.E. b. E.	off N.E. b. N.	Wore ship.
2	..	..	..	..
3	..	..	..	..
4	..	..	..	..
5	up S.S.W.	off S.W.	Out all reefs and made sail. Set steering sails.
6	1	5	West	S.E.	
7	4	2	..	..
8	4	7	..	..
9	5	Got the hawsers up to air and clean'd ship below. Fresh breezes and pleasant weather. Lat'd obs'd, 13° 1' 30" So.
10	5	..	..	..
11	4	..	..	..
12	4	4	..	..

LIEUTENANT COOK'S OFFICIAL LOG continued
 THURSDAY, AUGUST 16TH, 1770.

1770
 16 Aug.

H.	K.	F.	Course.	Winds.	Remarks, &c.
1	4	7	W't	E.S.E.	Mod. breezes and fair weat'r. saw the
2	3	7	..	..	making like islands; at 3 saw a reef
3	3	4	..	..	extended to the northward and so
4	3	4	..	..	and made all sail; kept a good look
5	3	5	..	..	the reef; sounded frequently, but
6	2	3	N.N.E.	E't	
7	3	3	N. b. E.	E. b. N.	
8	3	3	..	..
9	3	3	..	..
10	3	3	..	..
11	3	3	..	..
12	3	3	..	..
1	3	3	S.S.E.	E't	At 4 heard an
2	..	..	Calm, s's head	S.S.E.	to tow off; meant
3	..	..	..	..	fast by means of a
4	..	..	..	..	coast, was now unc
5	..	..	..	..	rest of the boats, w
6	..	..	..	..	no breakers, and no
7	..	..	..	..	sun said was with t
8	..	..	..	..	a length from prov
9	..	..	..	..	A signal being made from the boat for anchoring, and no
10	..	..	..	..	the opening, but meeting with a strong
11	..	..	..	..	account, tow'd off again, and by the help
12	..	..	..	..	er to the No'ward; same time saw a point
13	..	..	..	..
1	..	..	..	..
2	..	..	..	..
3	..	..	..	..
4	..	..	..	..
5	..	..	..	..
6	..	..	..	..
7	..	..	..	..
8	..	..	..	..
9	..	..	..	..
10	..	..	..	..
11	..	..	..	..
12	..	..	..	..
13	..	..	..	..

r more land
 and the reef
 ; haul'd off
 weathering

At 4 heard an
 to tow off; meant
 fast by means of a
 coast, was now unc
 rest of the boats, w
 no breakers, and no
 sun said was with t
 a length from prov
 A signal being made from the boat for anchoring, and no
 the opening, but meeting with a strong
 account, tow'd off again, and by the help
 er to the No'ward; same time saw a point

hopes of clearing the reef, steered,
 ebb tide, and the mate returning w
 of the ebb got clear of another poin
 of a reef bearing N.E. b. N.

Calm and clear weat'r.
 Low water, reef dist. ½ melle, and small hopes of getting clear. Haul'd obs'd, 12' NW' So.

1770
17 Aug.

LIEUTENANT COOK'S OFFICIAL LOG---continued.

FRIDAY, AUGUST 17TH, 1770.

Day and Month.	Winds.	Remarks, &c.
1770. Friday, August 17	Calm. E.S.E. E't'y. E. b. N.	<p>Calm and light airs with clear we'r.</p> <p>An opening being discover'd in the b' a favourable account of it. Nothin to secure the ship till there was win W. b. S. 2 miles to the mouth of it flood tide setting in; had variable</p> <p>1-past 3, had a steady light breeze at east; all this time the boats ahead.</p> <p>1-p't 4, came too with the b't lower in 19 f'm water, old coral and shells, veer'd to 1/2 of a cable; the opening bearing N.E. b. E. 1/2 E. 2 1/2 miles. Found the flood tide here to set strong from the E.N.E.</p> <p>A.M.—The carp'n employ'd in the pinnace; sent the rest of the boats on the reef to get shell-fish or turtle, if possible.</p> <p>Variation by amplit'ude and sev'l asym'the, 4° 00' E't.</p> <p>Lat'd observ'd, 12° 23' So.</p>

LIEUTENANT COOK'S OFFICIAL LOG - continued.
SATURDAY, AUGUST 18TH, 1770.

1770
18 Aug.

H.	K.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	..	..	..	N.E.	Fathoms.	Mod. breezes and clear pleas't wea'r; at 1 low water; look'd well out for shoals; at
2	..	..	..	..	..	4 the boats return'd with 270 lb. of fish.
3	..	..	..	E.N.E.	..	Employ'd as occasions required. Carpenters on the pinnace.
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..	Do. wea'r.
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	E't	..	Do. wea'r.
12	..	..	..	..	..
1	..	..	..	..	..
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	2	6	N.W. b. W.	S.E.	16, 14, 10, 12, 14	Began to heave ahead. Weighed and came to sail, the yawl ahead; an opening in the land bore S. 44 W. 5 1/2 leagues; saw an island and 2 rocks N.W. by N. Mod. breezes and smooth water; outer island ahead N.W. 5 or 6 leagues; a sandy island on a small reef E.S.E. 1/2 E. Outer or no'most land of the main N. 78 W. 5 or 6 leagues. Saw a reef inshore bearing S.W.; yawl ahead sound'g.
8	3	..	..	..	13, 12, 10, 15 17, 18, 18, 20	
9	2	6	..	E.S.E.	24, 26, 27	
10 {	1	..	N.N.W.	..	23, 20, 17, 18	
11	1	..	N.W. 1/2 W.	..	10, 15, 22, 27	
12	2	2	..	..	22, 19, 17, 16	
12	2	..	N.W. 1/2 N	..	17, 19, 22, 27	Lat'd obs'd., 12° 28' So.

* See Note 72, post, p. 169.

1770

19 Aug.

LIEUTENANT COOK'S OFFICIAL LOG—continued.

SUNDAY, AUGUST 19TH, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	2	4	N.W. b. N.	S.E. b. E.	Fathoms.	Light breezes and fair weather; a boat extending 2 or 3 miles each way. I had 8 fathoms water, rocky ground after bore up again. The course is danger, that 'tis impossible to be real use. At 4 haul'd round the 6, came too with the b't bower in 13 fathoms, loose coral. Having seen several appearances of shoals round us, try'd the tide, and found it to set west 1 k. 2 fathoms per hour, it being almost now high-water.
2	1	6	N. b. E.	..	17, 17	
3	1	6	N.E. b. N.	..	18	
4	2	4	N. b. E.	..	no g'd with h'd line.	
5	3	6	N. b. E.	..	17, 16, 17	
6	3	6	N. b. E.	..	15, 16, 18	
7	1	6	N. b. E.	..	22, 18, 17	
8	1	6	N. b. E.	..	15	
9	1	6	N. b. E.	..	17	
10	1	6	N. b. E.	..	20	
11	1	6	N. b. E.	..	..
12	1	6	N. b. E.	..	..
13	1	6	N. b. E.	..	..
14	1	6	N. b. E.	..	..
15	1	6	N. b. E.	..	..
16	1	6	N. b. E.	..	..
17	1	6	N. b. E.	..	..
18	1	6	N. b. E.	..	..
19	1	6	N. b. E.	..	..
20	1	6	N. b. E.	..	..
21	1	6	N. b. E.	..	..
22	1	6	N. b. E.	..	..
23	1	6	N. b. E.	..	..
24	1	6	N. b. E.	..	..
25	1	6	N. b. E.	..	..
26	1	6	N. b. E.	..	..
27	1	6	N. b. E.	..	..
28	1	6	N. b. E.	..	..
29	1	6	N. b. E.	..	..
30	1	6	N. b. E.	..	..
31	1	6	N. b. E.	..	..
32	1	6	N. b. E.	..	..
33	1	6	N. b. E.	..	..
34	1	6	N. b. E.	..	..
35	1	6	N. b. E.	..	..
36	1	6	N. b. E.	..	..
37	1	6	N. b. E.	..	..
38	1	6	N. b. E.	..	..
39	1	6	N. b. E.	..	..
40	1	6	N. b. E.	..	..
41	1	6	N. b. E.	..	..
42	1	6	N. b. E.	..	..
43	1	6	N. b. E.	..	..
44	1	6	N. b. E.	..	..
45	1	6	N. b. E.	..	..
46	1	6	N. b. E.	..	..
47	1	6	N. b. E.	..	..
48	1	6	N. b. E.	..	..
49	1	6	N. b. E.	..	..
50	1	6	N. b. E.	..	..
51	1	6	N. b. E.	..	..
52	1	6	N. b. E.	..	..
53	1	6	N. b. E.	..	..
54	1	6	N. b. E.	..	..
55	1	6	N. b. E.	..	..
56	1	6	N. b. E.	..	..
57	1	6	N. b. E.	..	..
58	1	6	N. b. E.	..	..
59	1	6	N. b. E.	..	..
60	1	6	N. b. E.	..	..
61	1	6	N. b. E.	..	..
62	1	6	N. b. E.	..	..
63	1	6	N. b. E.	..	..
64	1	6	N. b. E.	..	..
65	1	6	N. b. E.	..	..
66	1	6	N. b. E.	..	..
67	1	6	N. b. E.	..	..
68	1	6	N. b. E.	..	..
69	1	6	N. b. E.	..	..
70	1	6	N. b. E.	..	..
71	1	6	N. b. E.	..	..
72	1	6	N. b. E.	..	..
73	1	6	N. b. E.	..	..
74	1	6	N. b. E.	..	..
75	1	6	N. b. E.	..	..
76	1	6	N. b. E.	..	..
77	1	6	N. b. E.	..	..
78	1	6	N. b. E.	..	..
79	1	6	N. b. E.	..	..
80	1	6	N. b. E.	..	..
81	1	6	N. b. E.	..	..
82	1	6	N. b. E.	..	..
83	1	6	N. b. E.	..	..
84	1	6	N. b. E.	..	..
85	1	6	N. b. E.	..	..
86	1	6	N. b. E.	..	..
87	1	6	N. b. E.	..	..
88	1	6	N. b. E.	..	..
89	1	6	N. b. E.	..	..
90	1	6	N. b. E.	..	..
91	1	6	N. b. E.	..	..
92	1	6	N. b. E.	..	..
93	1	6	N. b. E.	..	..
94	1	6	N. b. E.	..	..
95	1	6	N. b. E.	..	..
96	1	6	N. b. E.	..	..
97	1	6	N. b. E.	..	..
98	1	6	N. b. E.	..	..
99	1	6	N. b. E.	..	..
100	1	6	N. b. E.	..	..

LIEUTENANT COOK'S OFFICIAL LOG - continued.
MONDAY, AUGUST 20TH, 1770.

COOK'S LOG—SHELBURNE BAY AND BIRD ISLAND.

155

1770
20 Aug.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	{ ..	.. 4	N. b. W.	E.S.E.	Fathoms.	Mod. breezes and hazy wea'r; lying too for the boats; ½-past, made sail, one being in her station and other on board.
2	{ 1 3	3	N.W. b. N.	..	No g'd at 16	Sailing after a boat between a shoal and the main.
3	{ 2 3	.. 6	N.W. b. W.	..	..	Pass'd 8 small islands.*
4	{ 1 3	6	..	..	22	
5	{ 3 3	4	..	..	22	
6	{ 2 2	.. 6	N.W. ½ N.	..	..	Saw some low islands ahead.
7	{ 1 3	..	N.W.	..	22, 20, 18, 16	The low islands W.N.W., dist. 2 leagues.
8						Came too with the b. b'r in 16 fa'm, the low isl'ds bearing S.S.E., 1¼ miles; made the signal for the boats.
9						Found the tide to sett N.W., 1 knot p'r hour.
10						
11						Slack water.
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

* See Note 73, post, p. 169.

1770
21 Aug.

LIEUTENANT COOK'S OFFICIAL LOG—continued.
TUESDAY, AUGUST 21ST, 1770.

H.	K.	F.	Courses.	Winds.	Soundings.	Remarks, &c.
1	{ 2	...	N b. E.	S. E. b. E.	Fathoms.	Mod. breezes and clear wea'r; the pinnacle, with a m'te, ahead sounding. At 1 bro't too, m'n topsail to the mast; 1-past, made sail; pass'd by several sandy flats.
2	{ 2	...	N.	...	17, noground	
3	{ 2	4	N. W. b. N.	...	16½	
4	{ 4	2	N. N. W.	...	16½	High land seen from the masthead, N. W. b. N.*
5	{ 4	2	N. b. W.	...	16	
6	{ 4	2	N. W. b. N.	...	17, 18, 17, 16	
7	{ 2	4	N. W. b. N.	...	15, 14, 13	Bro't too with the b't bower in 13 fa'm.
8	{ 2	2	N. b. W.	...	13	
9	{ 3	...	...	...	13, 14, 13
10	Weighed and made sail; yawl ahead sounding. Variat'n p'r amp'd, 3° 05' E't; by an azym'th, 30 08' E't'ly. Bro't too, m'n tops'l to the mast, and made a signell for the boat. At 9 bore away, and made sail; boat ahead. At 11 bro't too, m'n tops'l to ye mast, and sent the longboat and yawl to sound a passage between an isl'd and the main. 1-p't, made sail. At noon, a mod. breeze and pleas't wea'r; steering between some isl'ds and ye main; ext's of the isl'd from N. 3 E. to E.; nearest dist. 2 or 3 miles; saw the land making high, and sev'l openings making it appear like a number of islands, some of which are at a great dist'ce. This land bore from N. to S., round by the W.; gave the boats fresh orders, and bore up for an opening. Lat. obs'd, 10° 38' S.
11	...	...	...	...	...
12	...	...	...	...	...
1	...	...	...	...	...
2	...	...	...	...	...
3	...	...	...	...	...
4	...	...	...	...	...
5	...	...	...	...	...
6	...	...	...	...	...
7	...	4	N. N. W.	E. b. S.	13, 14, 15 reg'r	
8	3	3	...	...	13 to 15 reg'r
9	...	...	up S. 1 E. from W. S. W.	off S. b. W. to N. W.	13, 12, 11, 10½
10	3	...	N. W.	...	10, 11, 12, 12½	
11	3	...	up N. E.	off N. E. b. N.	...	
12	{ 2	...	W. N. W.	E. S. E.	13, 13½, 14	

* See Note 74, post, p. 169.

LIEUTENANT COOK'S OFFICIAL LOG—continued
WEDNESDAY, AUGUST 22ND, 1770.

H.	K.	F.	Course.	Winds.	Soundings.	Remarks, &c.
1	3	4	W. b. S.	E. b. S.	Fathoms.	Mod. and clear weat'r; saw a number of snooks along shore. At 1 lay too for the yawl; pinnace and longboat sounding ½-p't 2, made sail and steer'd for a ne islands and the main. At 3 fired a gun, and made the s to sound the next passage to t
2	3	..	up 6½ E.	off W. b. S.	14, 13, 12	
3	3	..	W.S.W.	..	11, 10½, 10	
4	4	2	from W.S.W. to S.W.	from W.S.W. to S.W.	0, 8, 7½	
5	..	..	½-p't 4, slack tide.	..	7, 6½, 6
6	..	..	..	..	5½, 4½, 5, 0
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	..	..	..	..	..
12	..	..	..	..	..
1	..	..	..	..	..
2	..	..	..	..	..
3	..	..	..	..	..
4	..	..	..	..	..
5	..	..	..	..	..
6	..	..	..	..	..
7	..	..	..	..	..
8	..	..	..	..	..
9	..	..	..	..	..
10	..	..	..	..	..
11	2	4	S.W.	..	7½, 8, 9, 9½	
12	2	4	S.W. b. W.	N. b. E.	8, 7, 8, 5, 4½	
					9, 8, 7, 9	
					Black water; weighed and made sail, the pinnace ahead. At noon, mod. and fair weat'r. N. ext'me of ye main S. 40 W.; the w't ext'm of the straight on the No' side N. 68 W.; dist'ce off shore, 2 or 3 miles. Lat. obs'd, 10° 45' S.	

NOTES TO COOK'S LOGS.

Note 1, page 7.

1770

The mean result of these observations, according to Hawkesworth, vol. iii, p. 482, gave the longitude as 207° 56' West, i.e., twenty minutes more westerly than here shown. The discrepancy is evidently a transcriber's error. 17 April.

Note 2, page 8.

Saw a Port Egmont hen.

These were probably puffins, a genus of birds of the Auk family, *Alcadæ*. Cook refers to them several times. The first mention of them in Hawkesworth, occurs under date 4th October, 1769 (vol. ii, p. 283), when approaching New Zealand, and is as follows:—"The next day we saw two more seals, and a brown bird about as big as a raven, with some white feathers under the wing. Mr. Gore told us that birds of this kind were seen in great numbers about Falkland Islands, and our people gave them the name of Port Egmont hens." Mr. Gore had been one of the mates on the Dolphin during Wallis's voyage round the world in 1766-68. 18 April.

Note 3, page 8.

Saw a Pintado bird and several black shear-waters.

Pintado birds belong to the genus *Numida*. Brisson, the celebrated French ornithologist, first applied the name *La Pientade* to them. Pennant anglicised it to Pintado bird. The shear-water belongs to the large family of the *Procellariidæ*. 18 April.

Note 4, page 9.

Saw the land.

The part of the coast first seen, was called by Cook, Point Hicks, after Zachary Hicks, first lieutenant and next in command to Cook. Hicks was on watch when day broke, and saw—eight leagues away—"Ye land making high, bearing from N.E. by N. to W. by S." The name "Point Hicks" has now fallen into desuetude. Bass, in his account of his voyage in the whaleboat, December, 1797, to February, 1798, refers to Point Hicks as "a point we could not distinguish from the rest of the beach." The point is apparently identical with that now known as Cape Everard. 19 April.

Note 5, page 9.

A point with a hillick upon it.

This point Cook named Ram Head, from its resemblance to the headland of that name at the entrance of Plymouth Sound. 19 April.

1770

Note 6, page 10.

A small island lying close under the shore.

- 20 April. Gabo Island. Flinders (vol. i, p. cxxii) could not see this island; nor did Bass, although the latter sailed close round Cape Howe in his whaleboat. "Gabo" is said to be the native rendering of "Cape Howe." The northernmost land at sunset, mentioned as bearing N. by E. $\frac{1}{2}$ E., was evidently Cape Howe; so called by Cook in honour of Viscount Howe, Treasurer of the Navy in the Chatham Administration.

Note 7, page 11.

Saw a peaked hill.

- 21 April. At noon on the following day, Hawkesworth gives the bearings of this hill as N. $32^{\circ} 30'$ W., and describes it as "a remarkable peaked hill which resembled a square dove-house, with a dome at the top, and which, for that reason, I called the 'Pigeon House.'"—Vol. iii, p. 486.

Note 8, page 12.

Saw a small island lying close to ye shore.

- 22 April. The entry in the "Official Log" (ante, p. 90) reads, "Two small islands W. by S. 2 leagues." The chart shows them as situated at the entrance of Bateman's Bay. Cook does not state the reasons which induced him to give the name "Bateman Bay" to this inlet. The entry in Hawkesworth, vol. iii, p. 485, being as follows:—"An open bay, in which were three or four small islands, bore N. W. by W. at a distance of five or six leagues. This bay seemed to afford but little shelter from the sea winds, and yet it is the only place where there appeared a probability of finding anchorage upon the whole coast." It is very probable that he named it in honour of Nathaniel Bateman, who was captain of Lord Colville's ship the Northumberland, at the time when Cook was serving on her as master.

Note 9, page 12.

A small low island laying close under the shore.

- 22 April. Cook did not give any name to this island. It is now known as Brush Island, and lies about twelve miles south of Ulladulla. It is the island which Hawkesworth refers to (vol. iii, p. 486), as approached by Cook in the hope that, behind it, he might be able to obtain shelter.

Note 10, page 13.

- 23 April. This blank occurs in the original. Mount Dromedary at noon was seventeen leagues distant.—Hawkesworth, vol. iii, p. 487.

Note 11, page 14.

The northernmost land in sight.

- 24 April. The northernmost land in sight at sunset would be Cape St. George. So named by Cook because it was discovered on St. George's day.

Note 12, page 15.

- 25 April. An error; should be W.S.W.

Note 13, page 18.

1770

Went inshore with the yawl in order to land.

Cook attempted to land slightly to the north of the Five Islands. He was accompanied 28 April. by Banks, Solander, Tupia, and four seamen—See notes, post, pp. 178 and 214.

Note 14, page 19.

Anchored in 7 fathoms water in a place which I called Sting-Ray Harbour.

Sting-Ray Harbour (Botany Bay). Nowhere in the original papers of either Cook or 29 April. any of his officers does the name "Botany Bay" occur, *e.g.* :—

Lieutenant Hicks's log has—"Moored in Sting-Rea Bay," post, p. 179.

Stephen Forwood's (gunner)—"Remarks in Sting Ray Bay," post, p. 193.

Richard (afterwards Lieutenant) Pickergill's—"Stingerray Bay lies in latitude 34° 6'," post, p. 215.

Charles (afterwards Captain) Clerke's—"Moored in Sting Rea Bay," post, p. 232.

Francis Wilkinson's (master's mate)—"Moored in Stingray Bay," post, p. 238.

John Bootie's (midshipman)—"Moored in Stingray Bay," post, p. 252.

There have been various surmises as to the origin of the name "Botany Bay." Cook's editor, Dr. Hawkesworth (vol. lii, p. 504), says :—"The great number of plants which Mr. Banks and Dr. Solander collected in this place induced me to give it the name of Botany Bay." Cook, himself, however, in his private log, which is unquestionably in his own handwriting, says :—"The great quantity of these sort of fish (stingrays) found in this place occasioned my giving it the name of Stingray Harbour." Ante, p. 20. See also the extract, post, p. 197, from Becket's publication.

These statements are difficult to reconcile ; and it is quite impossible, at this distance of time, to say whether the statement in Hawkesworth is one of the many the Doctor has been charged with making on his own responsibility, or whether Cook adopted the more euphonious name of Botany Bay when going over his papers at, or shortly after, the termination of the voyage. The fact that considerable quantities of stingrays were subsequently caught at other places on the coast, would doubtless incline Cook to adopt a more distinctive and appropriate name.

In a matter of this kind the charts are a very good guide. Of those published in the accompanying volume, the one by Cook gives "Botany Bay"; but that by Pickersgill has "Stingray Bay." It must be borne in mind that the charts published by Hawkesworth and Dalrymple, and, doubtless, those now reproduced, were prepared after the voyage, from rough sketches and daily tables ; and, consequently, any alterations in the nomenclature of localities would be incorporated in them. In Pickersgill's chart this, apparently, was not the case. The work on it, is of the roughest description. Either it was drafted by Pickersgill during the voyage, or, if done after its completion, he was not in the confidence of those who had the publication of the results of the voyage, for he knew nothing of a "Botany Bay."

The log in the possession of R. M. Hudson, Esq., of Sunderland, Durham, whose wife is a descendant of Sir Hugh Palliser, and which is beyond doubt in Cook's own handwriting, also gives Sting-ray Bay. See extracts from that log, post, pp. 239 to 298, and the entry on the 29th April, post, p. 294.

Attention has been frequently called to the fact that in a French copy of an old chart—of date between 1530 and 1536—a part of the Eastern Coast of New Holland, not far north of the latitude of Botany Bay, is designated "Coste des Herbaiges" (the coast of plants or pastures). This chart was originally in the possession of Edward Harley, Earl of Oxford, and on his death, in 1724, was stolen by one of his servants. Sir Joseph Banks subsequently discovered and purchased it—but at what date is not known—and in the year 1790 presented it to the British Museum. If, as is very probable, he purchased it shortly after his return to England, and while Hawkesworth was compiling the account of the voyage, his interest in the publication would naturally lead him to suggest the adoption of anglicised forms of any names on the old chart, which he might regard as more appropriate than those bestowed by Cook.

Dalrymple, who first called attention to the coincidence, drew conclusions not very flattering to Cook. The subject is dealt with by R. H. Major in his *Early Voyages to Terra Australis*, p. xxxii, where he quotes at length, and with approbation, a warm defence of Cook from the pen of M. Frederic Metz.

1770

See also papers on the "Early Discovery of Australia," by Messrs. E. Delmar Morgan and George Collingridge.—*Proceedings of the Royal Geographical Society of Australasia*, vol. v, pp. 90 and 97.

Note 15, page 20.

6 May.

An error ; should be W. $\frac{1}{2}$ S.

Note 16, page 21.

Some broken land, like a bay, N. 40 W.

7 May.

Hawkesworth (vol. iii, p. 507) says that at sunset on this date "some broken land, that seemed to form a bay, bore N. 40° W., distant four leagues. This bay, which lies in latitude 33° 42', I called Broken Bay."

This is popularly supposed to be identical with Broken Bay, at the mouth of the Hawkesbury ; and the appropriateness of the name has been frequently alluded to. This, however, is an error. The rate at which the vessel was travelling, the latitude Cook assigned to the bay, and the relative positions of Botany Bay, Port Jackson, and Broken Bay on Cook's chart, all prove conclusively that the broken land Cook saw could not have been more than seven or eight miles north of Port Jackson. Further, when Cook saw this broken land bearing N. 40 W., he was about seven and a half miles from the shore, and not many miles north of Port Jackson. From this position the land at the mouth of the Hawkesbury neither appears broken nor like a bay, and its bearing would be more northerly than that given.

From this, and the fact that it would be late at night before the Endeavour got abreast of the Hawkesbury, there can be little doubt but that the "broken land like a bay" was that in the vicinity of Narrabeen Lagoon. This surmise is strengthened by the fact that this land has, from the distance at which Cook saw it, the appearance he notes, and would bear exactly N. 40 W.

Governor Phillip expected to find the bay only eight miles from Port Jackson, but does not mention the discrepancy. —*Historical Records*, vol. i, Part 2, p. 124. Flinders, however, noticed it. See his *Voyage to Terra Australis*, vol. ii, p. 2.

Note 17, page 24.

A small clump of an island lying close inshore.

10 May.

Hawkesworth (vol. iii, p. 508) refers to it as "a small round rock or island, which lay close under the land." This description and the latitude given (32° 53') would indicate beyond doubt that it was Nobby Head, at the mouth of the Hunter River. The island would appear to Cook much the same as it did to Lieutenant Grant in 1801. See engraving at p. 152 of Grant's *Narrative of a Voyage of Discovery in the Lady Nelson* : London, 1803.

Note 18, page 25.

An inlet into the land, before which lay three small islands.

11 May.

The inlet, Cook named Port Stephens, in honour of Philip Stephens, Secretary to the Admiralty (post, p. 301). The three islands are now known as Cabbage-tree, Boondelabah, and Little Islands. Broughton Island would be passed in the dusk of the evening, and not being distinguishable from the mainland, the outer point was called by Cook, Black Head.

Note 19, page 25.

The northernmost land bore N. 36 W.

11 May.

An error ; should be N. 36 E.

Note 20, page 25.

A high point of land making in two hills.

11 May.

Cape Hawke, so named in honour of Sir Edward (afterwards Baron) Hawke, First Lord of the Admiralty in the Grafton Administration.

Note 21, page 26.

1770

The latitude is omitted in the original, also in the Palliser log, post, p. 296.

12 May.

Note 22, page 27.

A point to the northward of the 3 Brothers.

This point, which Cook did not name, is evidently that in the vicinity of Port Macquarie, now known as Tacking Point, so called by Lieutenant Flinders in 1802.

13 May.

Note 23, page 29.

Past without a small island.

The South Solitary Island. Cook does not appear to have seen the southernmost of the islands, which is now known as the Split Solitary, and which lies closer inshore than the others. Neither the published nor unpublished journals or logs contain any mention of the islands by name; the chart does. The complete isolation of these islands, from one another as well as from the mainland, was doubtless heightened by the fact that night was fast closing in when they were sighted.

15 May.

Note 24, page 30.

Saw the breakers on the larboard bow.

The point of land on which these breakers were seen Cook called Point Danger, a name it still retains. It is the north head of the Tweed River, and the most north-eastern point on the coast-line of New South Wales. The "high peak" he called Mount Warning.

16 May.

Note 25, page 32.

The northernmost point of land in sight N. $\frac{1}{2}$ W.

This point, Cook called Double Island Point, from the fact that it had the appearance, from a distance, of two small islands.

18 May.

Note 26, page 33.

These blanks can be filled up from the "Official Log," ante, p. 111.

19 May.

Note 27, page 34.

Saw several people upon the shore.

The headland on which these people were seen Cook called Indian Head.—(Hawkesworth, vol. iii, p. 516.) By that name it is still known. It lies about twenty miles south of Sandy Cape.

20 May.

Note 28, page 34.

Land in sight W.S.W., which seemed to end in a point.

Cook called this point Sandy Cape, "from two very large patches of white sand which lay upon it." The name has been retained. The reef to which allusion is made is still known as Break Sea Spit.

20 May.

1770

Note 29, page 35.

21 May.

According to the "Official Log," ante, p. 113, the land (Sandy Cape) bore S.E. by S., distant seven or eight leagues.

Note 30, page 35.

21 May.

At this time Sandy Cape bore S.E. $\frac{1}{2}$ E., distant about thirteen leagues. This was evidently the land referred to, which had, of course, been lost sight of during the night.

Note 31, page 36.

Anchored with the best bower.

22 May.

This spot, where the Endeavour anchored for the night, lies about thirty miles S.E. from the south head of Bustard Bay.

Note 32, page 37.

Open'd a large bay.

23 May.

The large bay, Cook named Bustard Bay. The vessel anchored at 8 p.m. in five fathoms of water, distant three miles from the shore. At 10 a.m. the next morning the Captain, Mr. Banks, Dr. Solander, and the other gentlemen, with a party of men and Tupia (the Otaheitian native), went ashore. Their observations on the country are given at length by Hawkesworth, vol. iii, p. 519, *et seq.* The magnetic variation at 6 p.m. was $8^{\circ} 30'$ E.

Note 33, page 38.

24 May.

At noon the ship was four leagues from the nearest shore.

Note 34, page 39.

Haul'd round a point of land.

25 May.

The point of land, Cook called Cape Capricorn, from its situation, almost directly under the tropic of Capricorn. At noon he was distant six miles from the point, and the island referred to (named by Flinders, in 1802, "Hummocky Island") was two miles distant. Cook passed between the island and the mainland at a distance of six miles from the latter.

Note 35, page 40.

Anchored, having land in a manner all round us.

26 May.

The spot where Cook anchored for the night was round the south head of Keppel Bay. Keppel Islands to the N.E. and N., Hummocky Island on the E., and the mainland from S.E. to N.E. by W., would give a very land-locked position. Keppel Bay and Islands were so called by Cook in honour of Admiral Keppel, afterwards First Lord of the Admiralty. Keppel accompanied Lord Anson in his celebrated voyage round the world in 1740-1744.

Note 36, page 40.

Found the tide set as per columns.

26 May.

See the column headed "Winds" on same page. The rate at which the tide was running is given in knots and fathoms in the columns headed "K" and "F"; its direction in that headed "Courses."

Note 37, page 40.

1770

Hawkesworth (vol. III, p. 524) gives the distance from the main at noon as three miles.

26 May.

Note 38, page 40.

A chain of islands without us.

The chain of islands, Cook called Kappel Islands. See note 35, ante, p. 164.

26 May.

Note 39, page 41.

Hawkesworth (vol. III, p. 526) gives the distance from the main at noon as two leagues. The "Official Log" (ante, p. 119) gives it as four leagues. All the officers' logs, where any distance is mentioned, give four and a half leagues. It would, therefore, appear that Hawkesworth is in error.

27 May

Note 40, page 41.

2 small islands without us.

These islands appear on Cook's chart as "The Two Brothers." In the text of Hawkesworth they are referred to, one as "flat and low," the other as "high and round." Flinders called the former Flat Islet, and the latter Peaked Islet, which names they still bear. They lie about eight miles off Cape Manifold.

27 May.

Note 41, page 42.

½ past 8, pass'd by a headland.

This headland, Cook named Cape Townshend, in honour of Charles Townshend, Chancellor of the Exchequer, and uncle of Viscount Sydney, after whom the city of Sydney was named.

28 May

The spot where the anchor was let go, later in the day, in three and a quarter fathoms, was off a bay which, from the shallowness of the water, Cook called Shoalwater Bay.

Note 42, page 42.

A great number of islands all round us.

From this date on to 4th June the track of the Endeavour lay amongst the numerous islands with which the coast between 20° and 23° S. latitude is studded. Cook did not attempt to name the individual islands. Those off Broad Sound and Thirsty Sound he called Northumberland Isles, and those off Repulse Bay, Cumberland Isles. The former in honour of Hugh Percy, second Duke of Northumberland; the latter in honour of Henry Frederic, second Duke of Cumberland, and son of the then Prince of Wales.

28 May.

Note 43, page 43.

Anchored about a league within the entrance.

To this inlet, Cook gave the name of Thirsty Sound, because it afforded them no fresh water. Hawkesworth (vol. III, p. 528, et seq.) gives a full account of the transactions at Thirsty Sound.

29 May.

1770

Note 44, page 47.

Found the land on our starboard to be part of the main.

3 June.

Cook, recognising the necessity for careening his vessel, appears to have been looking anxiously for some suitable harbour. At sunset on the previous day he was "steering for an opening" which appeared to suit his purpose. On making sail in the morning, however, he found it a wide, open bay, and was forced "to haul to the eastward." This circumstance suggested the name of Repulse Bay—a name that part of the coast still bears. At 10 a.m., when Cook "hailed to the eastward for the islands" (the Cumberland Isles), he had been, during the night and early morning, running a N.W. by W. course, with Cape Conway (named by Cook in honour of Henry Seymour Conway, Secretary of State in the First Rockingham Administration) lying due north; and, therefore, on his starboard bow, and not to larboard (or port) as one would naturally expect in the case of a vessel coasting northwards.

Note 45, page 47.

Saw an opening or passage between the main and the islands.

8 June

This passage lies between the mainland and the Cumberland Isles. Having entered it on Whitsunday, Cook called it Whitsunday Passage.

Note 46, page 48.

4 June.

An obvious error; should be N.W. by W.

Note 47, page 48.

A high promontory S. by W., distant 4 or 5 miles.

4 June.

The "high promontory," Cook named Cape Gloucester, in honour of William Henry, Duke of Gloucester, and third son of Frederic, Prince of Wales. He was under the impression that it was a part of the main; it is, however, an island, about five miles in length and two in breadth. The cape behind the island is now known as Cape Gloucester. The island is very hilly, some of the peaks being as high as 2,000 feet above the sea-level.

Note 48, page 48.

4 June.

Hawkesworth gives the distance at noon from Cape Gloucester as seven leagues and a half. There is an error in the bearings of Cape Gloucester here given; they should be S. 63° E., instead of S. 63° W. The island mentioned in this entry as bearing N. 62° E. would be that which Cook called Holborne Island, in honour of Admiral Holborne. It would, at noon, be about six leagues distant from the ship.

Note 49, page 49.

Abreast of a barrin point of land.

5 June.

This point of land, Cook named Cape Upstart, "because it rises abruptly from the low lands which surround it."

Note 50, page 50.

Some high land making like an island.

6 June.

Evidently Magnetic Island, a few miles off the coast from Townsville. Cook remarked in regard to the foreshores and mainland in the vicinity of this island:—"They are both high. . . . the whole forming a surface the most rugged, rocky, and barren of any we had seen upon the coast."

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Note 51, page 50.

1770

The extremes of a large bay, from S. 20 E. to S. 40 W.

The "large bay" Cook named Cleveland Bay, in honour of Henry, second Duke of Cleveland, and Lord Lieutenant of the County Palatine of Durham. 6 June.

Note 52, page 51.

Sailing between some islands and the main.

From the deck of the Endeavour, the vegetation of these islands so resembled coconut-trees that Cook sent Lieutenant Hicks ashore in the afternoon, accompanied by Banks and Solander. They, however, returned shortly after dusk, having found nothing but cabbage-tree palms. The group still bears the name of Palm Islands. 7 June.

Note 53, page 52.

Made sail for the northernmost point of the main in sight.

Of the "northernmost point of the main," Cook says (Hawkesworth, vol. iii, p. 540):—"This land, on account of its figure, I named Point Hillock; it is of considerable height, and may be known by a round hillock, or rock, which joins to the point, but appears to be detached from it." Hillock Point, as it is still called, is near the southern extremity of Hinchinbrook Island, which Cook regarded as a part of the main. The land in the immediate vicinity of the point, rises to a height of over 3,000 feet, "and forms a mass of bare rocky hills of a singularly grand and imposing appearance." 8 June.

Note 54, page 52.

Haul'd round an island into a bay.

This bay Cook called Rockingham Bay, in honour of Charles Watson Wentworth, Marquis of Rockingham, Prime Minister of England and First Lord of the Treasury from 1765 to 1766, and again in 1782. The islands mentioned, Cook called the Family Islands. 8 June.

Note 55, page 53.

Some small islands, two leagues from the main.

These islands, Cook called Frankland's Isles, in honour of Thomas Frankland, Admiral of the White. The largest lies in latitude 17° 7' 45" S. 9 June.

Note 56, page 53.

An obvious error; should be East.

9 June.

Note 57, page 53.

Sailing between an island and the main.

This island, Cook called Fitzroy Island, in honour of Augustus Henry Fitzroy, third Duke of Grafton, Secretary of State and First Lord of the Treasury, 1765 and 1766. 9 June.

Note 58, page 53.

A small low island at this time bore N. 2° E.

This island, being "low, green, and woody," Cook called Green Island.

9 June.

1770

Note 59, page 54.

Haul'd into a bay.

- 10 June. This bay, upon which Cook did not bestow any name, forms the southern arm of Trinity Bay. The captain went ashore in quest of water, but as none could be conveniently procured, he returned to the ship without making any attempt to examine the adjacent country.

Note 60, page 54.

Passed at a distance of 2 miles a low island.

- 10 June. Cook gave no name to this island. It is evidently the one off the northern shore of Trinity Bay, the principal of a small group known as "Low Islets."

Note 61, page 55.

Saw two low sandy islands.

- 11 June. The islands are shown on Cook's chart, but are not distinguished by name.

Note 62, page 55.

- 11 June. At 6 p.m. the vessel was about three leagues distant from the shore.

Note 63, page 57.

Pass'd two small low islands.

- 13 June. These islands, Cook named Hope Islands. They lie about twenty miles S.E. from the entrance to the Endeavour River. Hawkesworth (vol. iii, p. 553) says:—"To reach these islands had, in the height of our distress, been the object of our hope, or perhaps rather of our wishes, and therefore I called them Hope Islands."

Note 64, page 60.

Draught of water.

- 22 June. This is evidently an error. The "Official Log," ante, p. 138, gives the depth aft as 11 feet 6 inches, and this is corroborated by the logs of Hicks, Wilkinson, and Forwood. Hawkesworth gives 13 feet 6 inches, and from this coincidence and others it appears very probable that the private log of Lieutenant Cook was the one from which, and the Banks Papers, Hawkesworth principally compiled his work. The draft of water when in Botany Bay was 14 feet 1 inch forward and 14 feet aft (see the "Official Log," ante, p. 97); and when ready for sea, after the repairs at the Endeavour River, she drew 13 feet 6 inches forward and 13 feet 7 inches aft (see the "Official Log," ante, p. 143).

Note 65, page 66.

- 6 Aug. The vessel was about five leagues from the shore.—Hawkesworth, vol. iii, p. 502.

Note 66, page 67.

Stood in for the land in order to get within three small islands.

- 10 Aug. These small islands are still known by the name of "Three Isles," as shown on Cook's chart.

Note 67, page 67.

1770

These islands are 6 in number.

These islands lie off Cape Flattery and Point Lookout. They form two groups about twelve miles apart, and are surrounded by numerous shoals and reefs. The northernmost is the highest and largest, and is visible at a distance of ten leagues. This is the island upon which Cook landed on the afternoon of Saturday, 11 August, 1770, hoping, from its summit, to discover a passage out to sea. Banks accompanied him, and they remained on the island all night, "under the shelter of a bush which grew upon the beach." They named it Lizard Island—"as we saw no other animals but lizards."—Hawkesworth, vol. iii, p. 590. 10 Aug.

Note 68, page 68.

Anchored in $\frac{1}{2}$ less 5 fathoms under a pretty high point.

The high point, Cook called Point Lookout. His supply of names must have been nearly exhausted. He had already named a point on the coast, in the vicinity of Cape Moreton, Point Lookout. 11 Aug

Note 69, page 72.

Evidently an error. Should read, "could not be immediately hoisted out." 16 Aug.

Note 70, page 72.

These errors occur in the original. Should be "tow." 16 Aug.

Note 71, page 72.

Should be, "continuing still calm." Several errors, even more obvious than this, occur in this day's entry. 16 Aug.

Note 72, page 74.

These islands, to which Cook gave no name, lie off Cape Weymouth. 18 Aug.

Note 73, page 76.

Distant from the island, 1 mile.

This island, which lies about four leagues N.W. from Cape Grenville, is one of the group Cook called "Bird Isles," from the number of birds seen on them. 20 Aug.

Note 74, page 77.

High land seen from the masthead.

This high land is now known as Mount Adolphus. It is on the principal island of the group lying to the N.E. of Cape York, which Cook named York Islands. The name—Mount Adolphus Islands—appears, however, to be now applied to the whole group. 21 Aug.

Note 75, page 78.

A little before sunset I took possession of the country.

The island upon which Cook landed and took possession still bears the name of Possession Island. It lies about two miles off the western shore of the Cape York Peninsula. 22 Aug.

It is a remarkable fact that nowhere in the original papers of either Cook or any of his officers does the name "New South Wales" appear. As in the case of "Botany Bay," it seems to have been an after-thought. The first mention of "New South Wales" in the text of Hawkesworth's voyages occurs in vol. iii, at p. 616, where, under date the 21st August, 1770, we find the following entry :—"As I was now about to quit the eastern coast of New Holland, which I had coasted from latitude 30 to this place, and which I am confident no

1770 European had ever seen before, I once more hoisted English colours, and though I had already taken possession of several particular parts, I now took possession of the whole eastern coast from latitude 88 to this place, latitude 10½ S., in right of his Majesty King George the Third, by the name of New South Wales, with all the bays, harbours, rivers, and islands situated upon it. We then fired three volleys of small arms, which were answered by the same number from the ship." This ceremony is described in both the private and official logs of Cook, ante, pp. 78 and 157, and also in the logs and journals of Lieutenant Hicks, Forwood, Bootie, and in four anonymous ones; but none contain any mention of either "New South Wales" or "New Wales." Hawkesworth is singularly careless in the use of the name. Except in the headings to chapters 1, 8, and 9 of Book III, it only occurs twice—once on p. 616, as quoted above; and, again, on p. 622, where he refers to "New Holland, or, as I have now called the eastern coast, New South Wales." It is always New Holland, except on pp. 620 and 649 (vol. iii), where he calls it "New Wales."

It will be seen from the above that there is no foundation for the popular impression that Cook bestowed the name "New South Wales" on the territory, in consequence of a fancied resemblance of the coast-line to parts of the coast of South Wales. It is evident that, if Cook had taken possession of the country by the name of New South Wales (as stated by Hawkesworth), reference would have been made to it somewhere in the many original logs or journals. The name appears to have originated with Hawkesworth. Cook had been content with "the east coast of New Holland." His editor, apparently, was desirous of being more precise; and, as the map of the world then contained a New Britain, New England, New Scotland, New Ireland, New North Wales, New Guernsey, New Denmark, New Holland, New Jersey, New Zealand, and scores of others (all according to this theory resembling the originals), he selected, probably, the best that was left, when he called it New South Wales.

It is very remarkable that Cook, during his long voyage round New Zealand, and along the east coast of New Holland, did not once resort to this very easy method of disposing of the difficulty of finding names for his discoveries. He does not use the word "New" once. If this was intentional, it very greatly strengthens the contention that the name "New South Wales" originated with Hawkesworth. It must be borne in mind that at the time when Cook's editor (Hawkesworth) published the account of this voyage Cook was, and had been for about twelve months, absent on his second voyage round the world.

Note 76, page 89.

21 April. The bearings of Pigeon-house Hill are given in the "Private Log." Ante, p. 11.

Note 77, page 90.

22 April. The "remarkable bluff head" Cook called Point Upright. Ante, p. 12.

Note 78, page 98.

Abreast of an open bay.

6 May. The entry in Hawkesworth (vol. iii, p. 507) is as follows:—"At this time [noon] we were between two and three miles distant from the land, and abreast of a bay or harbour, in which there appeared to be a good anchorage, and which I called Port Jackson." For many years it was popularly believed that Port Jackson was named after one of the seamen on the Endeavour, who first sighted it from the masthead; and who, it was supposed, was named Jackson. It is now difficult to say who was responsible for originating this myth. Dr. Lang, however, gave it currency by accepting it as a fact. (See his History, vol. i, p. 27, first ed.) The first public refutation of the conjecture appears to have been the following letter, published in the *Sydney Morning Herald* of the 15th April, 1863:—

To the Editor of the *S.M. Herald*.

Sir,

Will you pardon my directing your attention to what I think is erroneous in a leader in this day's *Herald* :—

"Fortune has been capricious in distributing the honours of a name. Port Jackson was seen from the mast by an ordinary seaman, who, having reported it, received the distinction of naming it."

I am aware that this is the common and generally-received account (in the Colony at least) of the origin of the name Port Jackson ; but I think the following will show that our all but unequalled harbour was named in honour of one of higher rank than that of an ordinary seaman.

1770

In a very ancient church at Bishope-Stortford, Hertfordshire, was (in 1833), and no doubt is, this inscription :—

TO THE MEMORY OF
SIR GEORGE JACKSON, BART.,
AFTERWARDS

SIR GEORGE DUCKETT, BART.

Judge-Advocate of the Fleet,

WHO DIED 15 DECEMBER, 1822, AGED 97 YEARS.

He was for many years Secretary to the Admiralty, and a Member of Parliament for Weymouth and Melcombe Regis and Colchester.

CAPTAIN COOK,
of whom he was a zealous Friend and early Patron,
named after him

POINT JACKSON IN NEW ZEALAND,

AND

PORT JACKSON IN NEW SOUTH WALES.

In 1769 he made the river Stort navigable to this town.

Bishop Colenso might prove that the last part of the above cannot be "historically true," it being impossible that a man, even in middle life, unused to physical labour, could have made a river navigable.

Even the Bishop could not doubt that portion of the inscription to us the most interesting.

I am, &c.,

Bourke-street South, April 11, 1863.

H. DUER.

Error, however, dies hard ; and the conjecture continued to be accepted by many as a historic fact.

Sir Alfred Stephen, late Lieutenant-Governor of New South Wales, several times directed public attention to the subject, and, in 1890, wrote as follows :—

"Public attention has recently been again drawn to the misrepresentation in the guide-books respecting the name given to our harbour by Captain Cook. It is stated, in spite of repeated exposures of the myth, that Port Jackson was so named from its discoverer, a sailor on board Cook's vessel, the Endeavour. There is one fact rather decidedly opposed to the invention, namely, that there was no sailor in the ship called Jackson. But of what avail is fact against accepted tradition, or is unanswerable evidence, in opposition to a plausible untruth once received and circulated? For the fourth or fifth time I offer that evidence to the public.

"When the illustrious navigator commenced his grand voyage of discovery in these seas, the two joint Secretaries of the Admiralty were a Mr. (afterwards Sir) George Jackson and a Mr. Philip Stephens. Before sighting any portion of New South Wales, Captain Cook lay some weeks in an open roadstead in New Zealand ; and he called the two points or headlands of the bay Point Jackson and Point Stephens, after those secretaries. Sailing along the eastern coast of New South Wales he passed two openings, which he did not stay to investigate, and he called the one Port Jackson, and the other Port Stephens—for the same reasons, presumably, which had prompted the nominations at New Zealand. In point of fact, Captain Cook, in his journal, expressly mentions having called the two New Zealand headlands after the two Admiralty secretaries. Here, therefore, we might safely conclude, had we no other grounds, was the source of the nomenclature of the next two occurring places of interest. And no doubt or difficulty ever would have arisen on the subject had not Sir George Jackson, a few years afterwards (being then M.P. for Weymouth, and Judge-Advocate of the Fleet), changed his name to Duckett, in accordance with the will of a relation. The name 'Jackson' thus dropped out of recollection ; and when 'Port Jackson' became more famous, the question as to the name naturally arose, and seemed not easy of solution.

1770

"The conjecture appears, then, to have obtained currency, that the name was due to some sailor on board the 'Endeavour,' who possibly had first observed the opening. But this surmise might have been set at rest by inquiry, had it not been for the genius of Dr. Lang, who, in his History of New South Wales, announced the guess as fact. Thenceforward, every guide-book and account of Cook's voyage, great and small, has repeated the story. The accidental publication in Sydney about twenty years ago of the inscription on a monumental tablet at Bishops-Stortford, in Hertfordshire, gave a clue to the truth; but the myth had now got too far to be overtaken. Sir George Jackson, *alias* Duckett, died in 1822, at the age of 97; and the tablet was erected to his memory by his widow (or, as the present Sir George Duckett informs me, by his father, the second baronet), who doubtless felt and gladly recorded the honour done the deceased by the great navigator. The inscription mentions, accordingly, the names of Port Jackson and Point Jackson as having been the result of Captain Cook's ancient friendship with the deceased baronet. This publication, by whom I cannot now remember, appeared in our *Sydney Morning Herald* in 1863, or very early in 1869; and I was led, by natural interest in the subject, to write to the then possessor of the Duckett title, for fuller information. His reply, now lying before me, confirms the facts stated as to the two names. He added, that Captain Cook was born on Sir George's estate in Yorkshire, and doubtless brought up there. Thenceforward, his interests were probably not lost sight of by the friendly secretary.

"I communicated that letter without delay to the Press, with the fact also of my having written to Mr. Childers, the then First Lord of the Admiralty, and received his reply stating that no sailor named Jackson was on board Cook's ship.

"Captain Cook's narrative is often mistakenly quoted, in reference to Port Jackson, as being a harbour fit only for boats. Captain Cook's entry is, 'that it was a bay or harbour wherein there appeared a safe anchorage.' Historically, the source of the name Port Jackson is of no moment. But as the discoverer so called the bay after an early friend and patron—a fact honourable to both parties—in commemoration of their friendship, it is due to them that the invention or honest mistake which has so long misled the public should be authoritatively corrected.

"Sydney, N.S.W.,
24th May, 1890.

ALFRED STEPHEN,
Lieut.-Governor, and formerly Chief Justice
of New South Wales."

In addition to the above, it may be mentioned that Sir George Jackson was appointed Judge-Advocate of the Fleet on the 19th April, 1768 (about one month before Cook was put in command of the *Endeavour*). He was created a baronet on the 21st June, 1791. His second wife being heiress of the Duckett family, Sir George assumed, by sign-manual in 1797, under the will of Thomas Duckett, Esq., of Hartham, the name and arms of Duckett.

A list of the officers and crew of the *Endeavour* is given, post, p. 384; it will be noticed that the name Jackson does not occur.

Note 79, page 102.

A small bay S.W. by S.

10 May.

For two days Cook had been beating against head winds, and when the small bay, S.W. by S., was seen he had lost nearly twenty miles, and been driven back to Cape Three Points. The bay here mentioned was, doubtless, that now known as Broken Bay, which Cook had passed during the night of 6th May.—See note 16, ante, p. 162.

Note 80, page 102.

Land making like islands.

10 May.

Evidently the broken land in the vicinity of Point Stephens.

Note 81, page 103.

A low p'nt making like a small island.

11 May

Probably Mermaid Reef, in 31° 46' 39" S. latitude.

NOTES TO COOK'S LOGS.

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Note 82, page 105.

1770

A bluff head

S. 36 W

Smoky Cape. See entry under same date, ante, p. 27.

13 May.

Note 83, page 105.

An error; the other logs give the latitude as 30° 43' S.

13 May.

Note 84, page 106.

The north extremity at noon on the 12th was Smoky Cape.

14 May.

Note 85, page 107.

A bluff head abreast of the ship.

This "bluff head," Cook called Cape Byron; doubtless in honour of Commodore Byron of the Dolphin.

15 May.

Note 86, page 109.

Northernmost extreme of the land seen from the masthead N. by W.

The land here referred to, Cook called Cape Morton. The erroneous spelling of Hawkesworth, namely, "Moreton," is now universally accepted. Cook, however, in his chart (which it is natural to suppose, as an experienced hydrographer, he would attend to himself) gives the spelling as "Morton," both in the cases of Cape Morton and Morton Bay, evidently intending to do honour to James, the 16th Earl of Morton, who was President of the Royal Society from 1764 to 1768, and, as such, took a very prominent part in originating and equipping the expedition.—See Kippis's *Life of Cook*, p. 17; and *Hawkesworth's Voyages*, Introduction, vol. i, p. iii.

17 May.

The "bluff head," mentioned at noon as bearing N. 53 W., four leagues distant, Cook did not distinguish by name. It is evidently that now known as Noosa Head.

The Morton Bay of Cook was to the east of Moreton and Stradbroke Islands, which he regarded as part of the mainland.

Note 87, page 110.

Obviously an error; should be 8° 44' E.

18 May.

Note 88, page 116.

An error; should be the north point.

24 May.

Note 89, page 117.

An island abreast.

This was the island Flinders called Hummocky Island. It lies six miles N.W. from Cape Capricorn, and about the same distance N.E. from Cape Keppel.

25 May.

Note 90, page 117.

The N. extreme of the land, an island.

One of the Keppel Islands.

25 May.

1770

Note 91, page 118.

A remarkable peak N. 25 W.

- 26 May. The "remarkable peak," is evidently that now known as Mount Atherton. It lies about eight miles S.W. of Cape Manifold, and has an altitude of 1,430 feet. It is evidently the high peak mentioned, but not named, by Flinders.—*Voyage to Terra Australis*, vol. ii, p. 35.

Note 92, page 120.

Pass'd between two small islands and the main.

- 28 May. These two islands, Cook called the Two Brothers.

Note 93, page 122.

- 31 May. An error ; obviously intended for N.E. by N.

Note 94, page 125.

An island with a remarkable peak.

- 3 June. Pentecost Island, one of the Cumberland Group.

Note 95, page 127.

- 5 June. Evidently an error ; should be S. 44° E. to N. 84° W.

Note 96, page 130.

An island, distant 1½ miles.

- 8 June. Apparently Dunk Island, named after George M. Dunk, Earl of Halifax, and First Lord of the Admiralty in the notorious Bute Administration of 1762-3.

Note 97, page 137.

- 18 June. The vessel was beached on the south, not the north side of the river.

Note 98, page 138.

Sent a boat over the river for some beans and parcelain [sic].

- 25 June. Hawkesworth, vol. iii, p. 590, says :—"The purslain we found very good when it was boiled, and the beans are not to be dispised." The plant belongs to the order of *Portulacææ*. It is found on the coast lands of most tropical and sub-tropical countries. The modern spelling is "purslane."

Note 99, page 141.

This day an animal was shot.

- 14 July. This "animal" was a kangaroo, shot by Mr. Gore. The kangaroo was unknown to Europeans, and it naturally aroused the curiosity of Cook and his companions.—*Vide* Hawkesworth, vol. iii, pp. 560, 561, 563, 569, 577, 586.

Note 100, page 144.

- 3 August. Obviously an error ; should be 3½ fathoms.

Note 101, page 147.

- 11 August. The ship at this time was three or four leagues according to Forwood, and six leagues according to Pickersgill, from the largest of the six islands.

THE JOURNALS OF LIEUTENANT COOK'S OFFICERS.

NOTE.

IN the Record Office in London there are as many as ten journals of Cook's officers and men. Three anonymous ones have not been transcribed. The remaining seven are by Zachary Hicks (second lieutenant and next in command to Lieutenant Cook), Stephen Forwood (gunner), Richard Pickersgill, Charles Clerke and Francis Wilkinson (master's mates), John Bootie (midshipman), and, lastly, the one of doubtful authorship, which is given on pp. 269–288. As in the case of Lieutenant Cook's logs, only the part relating to the eastern coast of New Holland is given. The tabular matter (winds, courses, &c.), being practically identical in all the logs, has been omitted.

The practice of reproducing with exactness the errors, peculiarities of expression, and abbreviations which occur in the originals, has, in this instance, been departed from to this extent, that the obvious errors in spelling have been corrected, and abbreviated words printed at length.

As in Cook's own logs, and for the same reason, the dates do not agree with Hawkesworth; and the hours given, are those of the nautical, and not the civil day.

In the margin opposite to each entry, will be found the page of Hawkesworth's publication on which the events of the day are chronicled.

A JOURNAL
OF THE
VOYAGE IN THE ENDEAVOUR.

BY
ZACHARY HICKS.*

[Extract.]

Friday, 13 April, 1770.—Light winds and clear. Sailmakers employed fitting a new foretopsail, the carpenters repairing ye yawl, and seamen working up junk. Variation per several azimuths, $12^{\circ} 25'$ E. 1770
13 to 19
April.

Saturday, 14 April, 1770.—Light airs and fair. 6 p.m., bent a new foretopsail. 9 a.m., the spritsail topsail being found on survey unfit for its proper use it was condemned to repair ye topgallant sails; also one of ye ship's tents to repair ye second-best jib; employed on ye yawl and ship's sails. Variation by amplitude, $11^{\circ} 28'$ E.; azimuth, $11^{\circ} 30'$ E. Hawk'sw'th,
vol. iii.

Sunday, 15 April, 1770.—Light airs and fair. Saw some flying-fish; employed as before; latter part, moderate breezes. p. 482.

Monday, 16 April, 1770.—Fresh gales and cloudy. 10 p.m., sounding 130 fathoms, no ground. 4 a.m., no ground, 80 fathoms; fresh breezes and cloudy. p. 482.

Tuesday, 17 April, 1770.—Moderate gales and cloudy. At 5 p.m., hard squalls; close-reefed ye topsails; sounded no ground at 130 fathoms; wore ship; a heavy swell from ye westward; light winds; out all reefs. p. 482.

Wednesday, 18 April, 1770.—Strong squalls, with rain. 3 p.m., handed ye topsails, and got down topgallant yards. 6 p.m., handed ye mainsail. At 12 midnight, no ground at 125 fathoms. 5 a.m., set ye mainsail. 7 a.m., set topsail and foresail; saw a pintado bird. p. 482.

Thursday, 19 April, 1770.—Fresh gales and squally. At 6 p.m., handed ye topsails. At 12 midnight, lay to; no ground 130 fathoms. At 1 a.m., made sail. At 6 a.m., saw ye land making high,† bearing from N.E. by N. to W. by S.; off ye nearest shore 8 leagues; made sail; bent ye best mainsail and main-topsail; a fresh gale and cloudy. p. 483.

* Second Lieutenant and next in command to Cook. Hicks did not live to reach England. During the whole of the voyage he had been suffering from a pulmonary complaint. Weakened by the unhealthy climate of Batavia, he rapidly sank, and died at sea on the 23rd May, 1771, a fortnight before the Lizard was sighted. Cook named two localities after him—Hicks's Bay in New Zealand, and Point Hicks on the eastern coast of Australia. See note 4, ante, p. 159.

† See note 4, ante, p. 159.

- 1770** Friday, 20 April, 1770.—Fresh gales and cloudy. At 6 p.m., sounded 56 fathoms; ye northernmost land, N. $\frac{1}{2}$ E.; an island W. 6 miles; brought to. 4 a.m., sounded 68 fathoms; made sail; the buoys being all expended, ye captain ordered ye cooper to make casks for that purpose; crossed a strong rippling.
- 20 to 29 April.**
- Hawk'sw'th,** vol. iii.
- p. 484. Saturday, 21 April, 1770.—Moderate breezes and pleasant. Saw a smoke on ye shore. At 6 p.m., the nearest land northward; shortened sail; sounded 44 fathoms, fine brown sand. At 12 midnight, brought to; ye high land set at noon W. by N., 90 fathoms, ditto ground. 4 a.m., made sail; 65 fathoms. At 7 a.m., a remarkable peak northward*; fresh breezes and fair.
- p. 485. Sunday, 22 April, 1770.—Moderate breezes and fine pleasant weather. At 3 p.m., two small islands W. by S. 2 leagues. At 5 p.m., extreme of ye land from S. to N. 15 E.; a remarkable bluff head W. by S.; distance off shore, 2 leagues†; sounded 31 fathoms, sandy ground. At 7 a.m., ye bluff head set last night S. 56 W., 3 leagues; saw a ledge of breakers N.N.E., lying off a low island‡; a swell from ye S.E.; off shore, 5 miles; sounded 37 fathoms; saw some Indians on shore.
- p. 486. Monday, 23 April, 1770.—Light airs and fair. At 6 p.m., ye Dromedary S. 18 W.; ye northern extreme of ye land N. 4 E. Sounded 74 fathoms. A.M., shifted ye main jeers end for end. 9 a.m., tacked; 74 fathoms.
- p. 487. Tuesday, 24 April, 1770.—Light airs, inclining to calm. At 6 p.m., extremes of ye land from N. 9 E. to S. 22 W.; Pigeon-house Hill, N. 49 W. Sounded 70 fathoms. Variation, per amplitude, $7^{\circ}41'$; per azimuth, $7^{\circ}54'$ E. A.M., fresh breeze and clear.
- p. 488. Wednesday, 25 April, 1770.—Moderate and fair. At 5 p.m., extremes of ye land from N.N.W. to S.W.; Pigeon-house Hill, S.W. $\frac{1}{4}$ W.; off shore 7 leagues; shortened sail. Sounded 86 fathoms. 3 a.m., wore ship and made sail. At 6 a.m., ye northernmost land N. $\frac{1}{2}$ W. Variations, per amplitude, $9^{\circ}36'$; per azimuth, $9^{\circ}07'$ E. Employed repairing old sails.
- p. 488. Thursday, 26 April, 1770.—Light airs and fair. At 6 p.m., extremes of ye land from S. 20 W. to N. 5 E. Sounded 48 fathoms. A.M., took ye tent-curtains to repair ye old maintopsail. P.M., variation per azimuth, $8^{\circ}48'$ E.
- p. 489. Friday, 27 April, 1770.—Light winds and clear. At 6 p.m., extremes of ye land from S. 26 W. to N. 16 E.; tacked ship.
- p. 490. Saturday, 28 April, 1770.—Moderate breezes and pleasant. At 2 p.m., sounded 17 fathoms. Ye captain went away in ye yawl, but could not land for ye surf.§ At 5 p.m., extremes of ye land from N.N.E. to S.; off shore 5 miles. Sounded 13 fathoms. At 6 a.m., hauled up N. by E. for a bay.|| At 9 a.m., 32 fathoms; sent ye pinnace to sound ye entrance.
- p. 491. Sunday, 29 April, 1770.—Little wind and fair. Half-past 1 p.m., came to with ye best bower in $6\frac{1}{2}$ fathoms, sandy ground; hoisted ye boats out, and ye captain, &c., attempting to land, were opposed by a few of ye natives, who dispersed on being wounded with small shot; in ye evening returned, having found a watering-place. A.M., a party of men and an officer on shore watering; veered away $\frac{1}{2}$ a cable on ye best bower, and steadied her with ye stream anchor to ye N.E.; the carpenters on shore wooding.

* "The remarkable peak," Cook named Pigeon-house Hill.

† The "bluff head," Cook called Point Upright.

‡ Now known as Brush Island.

§ The spot where Cook, with Banks, Solander, Tupia (the Otaheitean native), and four seamen, attempted to land in the yawl was slightly to the north of the Five Islands. See foot-note to entry in Pickersgill's journal, post, p. 214.

|| Botany Bay. See note 14, ante, p. 161.

Monday, 30 April, 1770.—[Moored in Sting-Rea Bay.] The mouth of the bay from E. to S.E. $\frac{1}{2}$ E., distant from the shore, $\frac{3}{4}$ of a mile. Light wind and pleasant. Employed wooding, watering, and repairing of the sails; hauled ye seine, and served 3 lb. of fish per man; got ye forge up. 1770
30 April to 12 May.

Tuesday, 1 May, 1770.—[Moored in Sting-Rea Bay.] Ditto weather; employed as before. 6 p.m., departed this life Forby Sutherland, seaman. A.M., sent ye body on shore to be buried. Hawk'sw'th, vol. iii

Wednesday, 2 May, 1770.—[Moored in Sting-Rea Bay.] The first and latter part little wind and cloudy; ye middle, thunder, lightning, and rain; employed on shore wooding and watering, on board scrubbing and cleaning ship. p. 497.

Thursday, 3 May, 1770.—[Moored in Sting-Rea Bay.] Moderate breezes and fair. Employed wooding, &c.; completed our water to 80 tons; saw 12 canoes along shore. p. 499.

Friday, 4 May, 1770.—[Moored in Sting-Rea Bay.] Little wind and pleasant. Employed wooding and fitting ship for sea; served fish to all hands; low water half-past 11 a.m. p. 500.

Saturday, 5 May, 1770.—[Moored in Sting-Rea Bay.] Light winds and clear. Employed fitting ye empty water-casks and wooding; served 5 lb. of fish per man; draught of water, forward 14 feet 1 inch, aft 14 feet. Variation per azimuth, $6^{\circ} 42'$ E. p. 502.

Sunday, 6 May, 1770.—Pleasant weather. Employed wooding, &c.; served 6 lb. of fish per man. At 5 a.m., hove up ye best bower, and hove ahead on ye stream cable. At 8 a.m., weighed and hoisted in ye boats; employed cleaning ship. p. 501.

Monday, 7 May, 1770.—Light winds and pleasant. Half-past 5 p.m., ye northernmost extreme of ye land N. by E. $\frac{1}{2}$ E.; some broken land like a bay N. 48° W.*; off shore $2\frac{1}{2}$ leagues. Sounded 32 fathoms. Variation per azimuth, 8° E., p.m. A.M., variation by several azimuths and four different compasses, $7^{\circ} 56'$ E.; calm. p. 507.

Tuesday, 8 May, 1770.—Ditto weather. At 6 p.m., extremes of ye land from S.W. by S. to N. Sounded 56 fathoms. Variation per azimuth, $8^{\circ} 25'$ E. p. 503.

Wednesday, 9 May, 1770.—Little wind and fair. At 5 p.m., extremes of ye land from N. by E. to S.S.W. Sounded 70 fathoms. p. 503.

Thursday, 10 May, 1770.—Moderate breezes and cloudy. At 6 p.m., northernmost extreme of ye land N. by E. $\frac{1}{2}$ E. At 6 a.m., saw the land making like islands to ye N.N.E.

Friday, 11 May, 1770.—Fresh breezes and pleasant. Half-past 5 p.m., extremes of ye land from N. 27 E. to S.W. $\frac{1}{2}$ W.; a small high island abreast of us N. 30 W.†; off shore 3 miles. Sounded 27 fathoms. At 6 a.m., ye extremes of ye land from N. to S.W. by W.; distance 4 leagues. P.M., variation per amplitude, 8° E. A.M., per azimuth, $9^{\circ} 10'$ E. p. 508.

Saturday, 12 May, 1770.—Little wind and fair. At 6 p.m., ye northernmost extreme of ye land N. $\frac{1}{2}$ E.; 6 leagues. Sounded 23 fathoms. A.M., opened a cask of beef No. 355, contents 189 pieces, short one piece, short of weight 32 lb.; cask of pork, 306 pieces, short two, and of weight 5 lb.; employed repairing ye longboat and sails. p. 509.

* As to whether this was Broken Bay or not, see note 16, ante, p. 162.

† This would be one of the small islands of the Broughton Group (the Black Head of Captain Cook). Broughton Islands were named after Captain W. R. Broughton, of H.M. ship Providence, who was driven into Port Stephens by stress of weather in August, 1795.

- 1770 Sunday, 13 May, 1770.—Ditto weather. At 5 p.m., ye northernmost extreme of ye land N. $\frac{1}{2}$ E.; 24 fathoms. Variation per azimuth, $9^{\circ} 26'$ E.; fresh breeze and fair.
- 13 to 22 May. Hawk'sw'th, vol. iii. p. 510. Monday, 14 May, 1770.—Light airs and fair. Served slops. Half-past 5 p.m., extremes of ye land from S. 7 W. to N. 11 W.; sounded 31 fathoms; distance 4 miles. 6 a.m., extremes of ye land S. by W. to N.N.W. Variation per azimuth, p.m., $8^{\circ} 13'$ E.
- p. 510. Tuesday, 15 May, 1770.—Fresh breezes and cloudy, with flying showers of hail and rain. At 5 p.m., passed by an island*; distance 3 miles; sounded 33 fathoms; extremes of ye land from N.N.W. to S. by W.; brought to under close-reefed topsails. At 6 a.m., made sail; employed repairing ye longboat and old sails.
- p. 511. Wednesday, 16 May, 1770.—Fresh breezes and fair. Unbent ye mainsail and foretopsail, and bent ye old ones. At 5 p.m., saw some breakers on ye larboard bow and to the N. by E.; sounded 20 fathoms; extremes of ye land from N.W. to S.; off shore 5 miles; hove to under double-reefed topsails. 6 a.m., made sail. At 7 a.m., ye breakers with a remarkable high peak S.W.; distance from them 4 miles.†
- p. 512. Thursday, 17 May, 1770.—Fresh breezes and clear. Unbent ye foresail and mizen and bent ye old ones. Half-past 5 p.m., ye north extreme of ye land N. by W., ye southernmost S. $\frac{1}{2}$ W.; a ledge of breakers N.W. by W.; sounded 37 fathoms; shortened sail. At 12 midnight, made sail and sounded every half-hour; no ground at 50 fathoms; employed repairing ye longboat and drawing of yarn.
- p. 514. Friday, 18 May, 1770.—Moderate breezes and fair. At 6 p.m., ye northernmost land N. by W. 2 or 3 leagues. At 5 a.m., ye point set last night W.S.W.‡; employed as before. P.M., variation per azimuth, $8^{\circ} 44'$ E.
- p. 515. Saturday, 19 May, 1770.—Light airs and clear. Unbent ye maintopsail and bent ye old one. At 6 p.m., ye north extreme of ye land N. $\frac{1}{2}$ W. P.M., variation per azimuth, $8^{\circ} 36'$; a.m., per amplitude, $8^{\circ} 23'$ E.
- p. 516. Sunday, 20 May, 1770.—Moderate breezes and clear. At half-past 5, extremes of ye land from N. 42 W. to S. 7 W. At 6 a.m., saw ye land ending in a point bearing W.S.W., a ledge of breakers running out from ye land to N.W. At 8 a.m., ye point S.W., and ye end of ye breakers N.W. by N.; distance off ye nearest part of them, 4 miles; soundings regular from 10 to $7\frac{1}{2}$ fathoms till 11 a.m., of from $7\frac{1}{2}$ to 11 fathoms till noon; fine white sand.§
- p. 517. Monday, 21 May, 1770.—Ditto weather. Soundings regular at $9\frac{1}{2}$ to 11 fathoms. At 2 p.m., sent ye yawl to sound over a place that appeared like a shoal with breakers, but found from 5 to 7 fathoms over it. At half-past 2 p.m., passed ye tail of ye shoal; soundings irregular at 6 to 9 fathoms, ye point of land set at noon then bearing S. 14 E. || At 6 p.m., ye land S.E. by S. 8 leagues. 9 a.m., land bearing W.S.W.; employed caulking decks.
- p. 518. Tuesday, 22 May, 1770.—Moderate breezes and clear. Soundings regular from 12 to 9 fathoms. At 8 p.m., came to with ye best bower in 8 fathoms and veered to one-third of a cable.¶ Half-past 12 a.m., slack water; tide

* Evidently the South Solitary. See note 23, ante, p. 163.

† The point on which the sea broke, Cook called Point Danger. The "remarkable high peak" he called Mount Warning.

‡ The point referred to, is that still known as Double Island Point, so named by Cook from the fact that it had, at a distance, the appearance of two islands.

§ The point, Cook named Sandy Cape, "from two very large patches of white sand which lay upon it." The "ledge of breakers running out from ye land" he called Break Sea Spit. || Sandy Cape.

¶ The vessel was anchored for the night at a spot about thirty miles S.E. from the south head of Bustard Bay.

fell 2 feet. ' 4 a.m., found ye tide to rise 1 foot 11 inches. Half-past 5 a.m., weighed and came to sail; sounded till 8 a.m. at 8 to 9½ fathoms. Variation per amplitude, 8° 3' p.m.; per azimuth, 7° 50' E. a.m. 1770
22 to 28 May.

Wednesday, 23 May, 1770.—Little wind and clear. At 5 p.m., opened a large bay; hoisted out ye yawl to sound for an anchoring-place. At 5 p.m., extremes of ye land from S. 77 W. to N. 42 W.; soundings, 6½ and 7 fathoms. At 8 p.m., anchored with ye best bower in 5 fathoms, and veered to one-third of a cable. 3 a.m., tide ebbed since 12 midnight, 1½ feet. At 4 a.m., flowed 10 inches. The boats away fishing, and ye captain, &c., examining ye country. Hawk'sw'th, vol. iii. p. 519.

Thursday, 24 May, 1770.—Light airs and fair. Half-past 5 a.m., weighed and made sail out of the bay.* At 6 a.m., saw a ledge of breakers lying off the northern extreme of the bay; soundings from 15 to 20 fathoms, and till noon from 20 to 14½. p. 520..

Friday, 25 May, 1770.—Ditto weather. Half-past 6 a.m., extremes of ye land from the masthead from N.W. by W. to S.E.. At 9 a.m., saw land making like high island†; variation per amplitude of several azimuths, 7° 20' E.; soundings at 6 a.m. to 9 a.m. from 14 to 15 fathoms, at 9 a.m. to 12 noon from 14 to 6½, then regular to 9 fathoms. p. 520.

Saturday, 26 May, 1770.—At 6 p.m., came to with the best bower in 13 fathoms‡; the island passed at noon east 3 or 4 miles,§ the nearest land N. by W. 4 leagues; the flood set from east 1 knot 4 fathoms per hour. At 11 p.m. it was high water; found ye tide had flowed 6 feet 3 inches. At 2 a.m. the ebb set east 1 knot 6 fathoms per hour. At 4 a.m., ye water had fallen 7 feet. At 6 a.m., weighed and came to sail. At 9 a.m., sent a boat ahead to sound; soundings till noon from 13 to 4½ fathoms. Variation per amplitude and azimuth, 7° 28' E. p. 523.

Sunday, 27 May, 1770.—Little wind and fair. At 1 p.m., brought to with the best bower in 3½ fathoms, and sent the boats to ye north to sound ye passage; in the evening they returned, having found the passage a bad one. At 6 p.m., weighed; a boat on each bower sounding. At 10 p.m., came to with ye best bower in 6½ fathoms. At 7 a.m., weighed. At 10 a.m., running between ye islands.|| Soundings from 6½ to 15 fathoms. p. 524.

Monday, 28 May, 1770.—Moderate. At 3 p.m., passed between two small islands and the main.¶ Soundings 25 fathoms. Half-past 5 p.m., ye north extreme of ye main N. 6 W.; the outer island off the north end N. 39 W.; ye south extreme S. 2 E.; an island off it S. 45 E. Brought to under the two topsails. Sounded 30 fathoms. Half-past 5 a.m., made sail. Half-past 8 a.m., passed by a headland;** altered ye course, steering p. 525.

* This bay, in which Cook spent a day and a half, he called Bustard Bay. Hawkesworth (vol. iii, p. 521) says:—"Upon the shore we saw a species of the bustard, one of which we shot; it was as large as a turkey, and weighed seventeen pounds and an half. We all agreed that this was the best bird we had eaten since we left England; and in honour of it we called this inlet Bustard Bay."

† The land "making high, like islands," Cook called Cape Capricorn, it being almost directly under the tropic of that name.

‡ The ship was anchored for the night, a short distance within the south head of Keppel Bay.

§ The island, Cook did not name. Flinders, in 1802, called it Hummocky Island, by which name it has since been known.

¶ The islands mentioned, were the two principal ones of the Keppel Group.

¶ The two small islands, Cook called the Two Brothers. The point of the mainland off which they lie, he called Cape Manifold, "from the number of high hills which appear above it." See note 40, ante, p. 165.

** The headland, Cook called Cape Townshend, in honour of Charles Townshend, Chancellor of the Exchequer in the Chatham Administration, and uncle of Viscount Sydney, after whom the city of Sydney was named.

- 1770
28 May to
4 June.
- Hawk'sworth,
vol. iii.
p. 526.
- p. 528.
- p. 530.
- p. 532.
- p. 533.
- p. 534.
- p. 535.
- between some islands. At noon, seeing it break close ahead, hove in stays and let go ye best bower in $3\frac{1}{2}$ fathoms* ; found the tide to rise fast from E.S.E.
- Tuesday, 29 May, 1770.—Moderate, with rain. At 1 p.m., weighed and came to sail. At 6 p.m., came to with the best bower in $9\frac{3}{4}$ fathoms ; an opening in the main like an harbour W. by S. 3 miles.† At 4 a.m., weighed and came to sail and stood for the harbour. At 8 a.m., came to with ye best bower in 5 fathoms ; the captain and master examining ye coast.
- Wednesday, 30 May, 1770.—Fresh breezes and clear. At 4 p.m. the boats returned, and at 8 a.m. went up a river ; the carpenters employed caulking the quickwork.
- Thursday, 31 May, 1770.—Fresh breezes and cloudy, with small rain. At 6 p.m., ye captain returned, having been 8 leagues up the river. At 6 a.m., weighed and came to sail. At 8 a.m., ye river's mouth S.S.W. 5 miles. At 11 a.m., passed by some rocks, the boats ahead sounding $9\frac{1}{2}$ fathoms.
- Friday, 1 June, 1770.—Fresh breezes with rain. Half-past 12 p.m., shoaling our water suddenly to 5 fathoms, and the boats making ye signal for a shoal, we let go the best bower in 3 fathoms, sandy ground.‡ At 3 p.m., weighed and stretched in the offing, then bore up for a passage between some islands. Half-past 5 p.m., saw some rocks ahead ; came to under the lee of an island S.E. $\frac{1}{4}$ mile distant ; high water at 6 p.m., then $16\frac{1}{2}$ fathoms. At 6 a.m., weighed and made sail between ye islands ; saw the main to the W.N.W. Soundings from 16 to $9\frac{1}{2}$ fathoms, then to 13 regular. At 11 a.m., soundings regular to 7 fathoms ; hove to and sent a boat to ye N.W. to sound. At 12 noon, made sail after the boat.
- Saturday, 2 June, 1770.—Moderate and cloudy. At 5 p.m., ye northernmost extreme making like an island N. 45 W. ; an island N. 18 W. ; soundings, 10 fathoms. At 8 p.m., came to with the best bower in 11 fathoms§ ; tide settled from the westward. At 6 a.m., weighed ; the tide had risen 11 feet, and set strong W.N.W. ; ground uneven from 9 to 3 and $6\frac{1}{2}$ fathoms. Variation per amplitude, $6^{\circ} 45'$ east.
- Sunday, 3 June, 1770.—Moderate and pleasant. Soundings from 9 to 10 fathoms. At 8 p.m., came to with ye best bower in 10 fathoms.|| At 2 a.m., slack water ; the tide had fallen 9 feet. At 5 a.m., weighed ; the tide came from the northward, and had risen 3 feet. Variation per amplitude, $6^{\circ} 57'$ east.
- Monday, 4 June, 1770.—Ditto weather. Half-past 5 p.m., northernmost extreme of ye straits in sight from N. 57 W. to N. 15 E.,¶ ye southernmost from S. 22 E. to S. 23 E.** ; a small island N. 55 W.†† At 6 a.m., extreme of the land from E. by N. to W. ; 22 fathoms.

* The spot where the vessel was anchored, was off a bay, which, from the shallowness of the water, Cook called Shoalwater Bay, by which name it is still known.

† This harbour, in which Cook spent two days, in an unsuccessful quest for fresh water, he called Thirsty Sound. See *Hawkesworth's Voyages*, vol. iii, p. 528, *et seq.*

‡ The anchor was dropped off the entrance of Broad Sound. The island, under the lee of which they anchored at 5.30 p.m., was one of the Northumberland Group.

§ The spot where the anchor was cast for the night, was about 2 miles off the coast, in the immediate vicinity of Cape Hillsborough, so named by Cook in honour of Lord Hillsborough, First Lord of Trade in the Chatham Administration, 1766-7, and one of the Secretaries of State in Lord North's Administration, 1770-82.

|| Anchored at the mouth of Repulse Bay.

¶ The strait was Whitsunday Passage, so called by Cook, because he had entered it on Whitsunday.

** Evidently an error ; should be S. 32 E. See entries in "Official Log," ante, p. 126 ; Forwood's, post, p. 199 ; Wilkinson's, post, p. 243 ; and Bootie's, post, p. 257.

†† The island now known as Molle Island.

Tuesday, 5 June, 1770.—Ditto weather. At 6 p.m., saw high land W. by N.*; soundings, 16½ fathoms. At 1 a.m., shoaling our water to 7 fathoms, hauled off the land. At 4 a.m., saw land as far as W.N.W.; 8 fathoms. 1770
5 to 12 June.

Wednesday, 6 June, 1770.—Little wind. At 5 p.m., extremes of the main from W. to S.E.; an hummock making like an island N.W. by W.†; sounded 13 fathoms; employed picking oakum and repairing ye pinnace. Variation, 5° 31' east. Hawk'sw'th,
vol. iii.

Thursday, 7 June, 1770.—Little wind and pleasant. Half-past 5 p.m., extremes of ye main from N. 83 W. to S. 40 E.; an island from N. 41 W. to N. 55 W.; nearest shore, 4 miles; sounded 14 fathoms. At 6 a.m., extremes of ye main from N. 21 E. to S. 70 E.; running between a chain of islands‡ and ye main; sounded 11 fathoms. Variation per amplitude, 5° east. p. 539.

Friday, 8 June, 1770.—Ditto weather. 5 p.m., sent two small boats ashore on an island.§ At 6 p.m., they returned; nearest part of ye main N. 30 W.; opened a cask of beef, No. 542, short 12 pieces; a cask of pork complete; sailing between some small islands,|| distance from each ¾ mile. 9, 10, 11 fathoms. p. 539.

Saturday, 9 June, 1770.—Moderate and pleasant. At 6 p.m., ye northernmost extreme of ye land N. 30 W., 5 leagues; sounded 14½ fathoms. At 6 a.m., nearest extreme of ye land N.N.W.; sounded 14½ fathoms. Variation per amplitude, 4° 53' east. p. 540.

Sunday, 10 June, 1770.—Fresh breezes and clear. Half-past 1 p.m., shortened sail and stood in for a bay.¶ Half-past 2 p.m., came to with ye best bower in 4½ fathoms; ye extremes of ye bay from S. 79 E. to S. 78 W.; a low island in ye offing, N. 30 E.; off shore, 2½ miles. At 12 midnight, weighed and made sail. At 5 a.m., ye place sailed from S.E. 5 miles; sounded 12 fathoms. At 6 a.m., extremes of ye land from S.E. to N. 27 W. At 11 a.m., passed some sandy islands.** p. 542.

Monday, 11 June, 1770.—Moderate breezes and fair. Sailing along shore 4 leagues. At 3 p.m., saw two low sandy reefs bearing N.E. 5 leagues. At 5 p.m., saw some rocks above water N. by W. 3 leagues; shortened sail; in second reefs and hauled off shore. At 9 p.m., passed over a bed of rocks; soundings, 21, 13, 10, 9, 8 fathoms. At 10 p.m., from 20 to 17 fathoms, and standing further on the ship struck on some rocks; clewed all up and hoisted out ye boats; sounded round ye ship and found she was on a bank of coral rock, which lay to ye N.W. of her; carried out ye stream anchor with two hawsers to ye south; struck yards and topmasts; ye ship still forcing on ye rocks and striking hard, carried the coasting anchor and spare stream anchor to ye S.W. At 7 a.m., started 30 tons of water; hove ye carpenter's and boat-swain's condemned stores overboard; got ye stone and iron ballast and a great quantity of wood and hove them overboard. At 8 a.m., finding ye ship leak fast, cut off ye heels of ye spare topmasts to clear ye foremost pumps, one of which we found choked; hove six carriage-guns and carriages overboard; carried ye best bower anchor to ye westward; light airs and fair; the ship now lies with three streaks heel to starboard. p. 544.

Tuesday, 12 June, 1770.—Light airs and fair. Employed at ye pumps and clearing ship, carried ye small bower to the westward, lashed blocks on both bower cables, reeved hawsers, and hove taut on all ye five anchors. p. 547.

* Cape Upstart.

† The island, Cook called Magnetical Island, on account of disturbances in the compasses of the ship, when near it. It is now known as Magnetic Island.

‡ Palm Islands. See note 52, ante, p. 167.

§ One of the Palm Islands.

¶ Called by Cook the Family Islands.

¶ The southern arm of Trinity Bay.

** The group of islands off the northern shore of Trinity Bay, known as Low Islets.

- 1770
12 to 18
June.
Hawk'sw'th,
vol. iii.
p. 547.
- At 4 p.m. it was low water, part of ye bank was dry ; ye rise and fall does not exceed 3 or 4 feet. At 5 p.m., hove a fresh strain. At half past 9 p.m., ye ship righted ; at 10 p.m., hove her afloat ; veered away on the stream cable and small bower, and brought ye best bower and coasting anchors ahead in 15 fathoms, muddy ground ; finding it impossible to save ye small bower we cut it away at a whole cable. At 1 a.m., sent ye longboat to weigh the stream anchor, but lost ye cable among ye rocks ; employed at ye pumps ; shifted the coasting cable and spare stream hawser from ye quarter forward ; the leak gained on ye pumps ; had 3 feet 9 inches in ye hold. At 5 a.m., sent ye longboat to weigh ye spare stream anchor, and run it out to the S.S.E. to warp ye ship to windward ; hove up ye best bower and coasting anchors and got up ye foretopmast and foreyard ; gained on the leak. At 9 a.m., warped ahead ; employed sewing hair, wool, and oakum into a lower steering sail to fother ye ship. At 11 a.m., weighed and came to sail with a light air at E.S.E. ; sent ye pinnace ahead to tow, and a small boat to lie on ye edge of the bank ; got up ye mainyard and maintopmast.
- p. 551. Wednesday, 13 June, 1770.—Light airs and fair. Standing in for ye main ; fothered ye ship under ye starboard bow, which stopped ye leak so much as to be kept clear with one pump. Half-past 5 p.m., came to with ye coasting anchor in 17 fathoms ; the ship made 15 inches per hour. Half-past 5 a.m., weighed and came to sail ; sent ye pinnace ahead to sound. At 9 a.m., passed two small low islands ; distance off ye main, 4 leagues ; got up topgallant yards.
- p. 552. Thursday, 14 June, 1770.—Moderate and fair. Saw an opening that had ye appearance of an harbour W.S.W. ; sent ye yawl and pinnace to examine it. At 6 p.m., came too with ye spare anchor, which is now used as a small bower anchor ; ye boats, on examining, found the harbour very inconvenient for the ship ; the pinnace ran along shore, and at 8 p.m. returned, having found a very good harbour 2 or 3 leagues to ye N.W. At 5 a.m., weighed and made sail. At 9 a.m., came too with ye best bower in 4 fathoms water, and veered to $\frac{1}{3}$ of a cable ; the captain and master employed buoying the channel ; ye carpenters repairing ye bad pump.
- p. 554. Friday, 15 June, 1770.—Fresh trade and cloudy. Got down topgallant yards ; unbent ye mainsail and some of ye small sails. A.M., got in ye gibboom and spritsail yard ; condemned the foretop-gallant sail, and converted part of it for parcelling for the bad pump, and woolded it with ye topgallant bowlines.
- p. 555. Saturday, 16 June, 1770.—Fresh gales and cloudy, with passing showers of rain. At 6 a.m., ye weather was a little more moderate ; hove ahead, but ye gale increasing, veered away as before.
- p. 555. Sunday, 17 June, 1770.—Ditto weather. At 7 a.m., weighed and came to sail. At 8 a.m. she struck on ye bar. At 9 a.m. she backed off ; soon after, coming too near the weather shore, she grounded ; carried out ye stream anchor ; hove taut ; got ye booms and spars over ye side for a raft ; got the fore and foretopsail yard and foretopmast down on the raft. Low water at 11 o'clock.
- p. 556. Monday, 18 June, 1770.—Moored in Charco Harbour.* Fresh breezes and fair. At 1 p.m., got ye ship off and warped her alongside of a steep beach on the north side† of the river, having two hawsers out fast to ye

* Charco Harbour, now the Endeavour River. Pickersgill, under date 18 July, post, p. 225, states that the natives were often heard to mention the word "Charoo." There is no allusion to this in either the published or unpublished accounts by Cook ; but there can be little doubt but that this was generally regarded by the discoverers, as the native name of the place.

† The steep beach was on the south, not north side of the river. See the "Private Log," ante, p. 59. A monument has been erected on the south side of the river by the residents of Cooktown to commemorate the event.

rees, ye best bower on the starboard bow in the stream, and the stream anchor run out from ye starboard quarter; got ye anchors and cables and all ye hawsers ashore. A.M., made a stage from the ship to ye shore; landed the watercasks and all ye dry provisions; erected two tents, one for the provisions and stores, ye other for ye ship; got ye carpenter's stores ashore. 1770
18 June to 1 July.
Hawk'sw'th, vol. iii.

Tuesday, 19 June, 1770.—Moored in Charco Harbour. Fresh breezes and cloudy, with some rain. Employed landing the stores, provisions, and sails; got the four guns out the hold and mounted them. p. 557.

Wednesday, 20 June, 1770.—Moored in Charco Harbour. Employed landing spare stores, &c.; found many of ye ground tier of butts quite rotten. p. 558.

Thursday, 21 June, 1770.—Moored in Charco Harbour. Employed making all ready for hauling the ship on shore; landed ye coals. p. 558.

Friday, 22 June, 1770.—Moored in Charco Harbour. Fresh breezes and fair. At 4 p.m., cast loose and warped a cable's length up ye river on the bank for laying the ship on shore; high water at 8 p.m.; draught of water forward, 7 feet 9 inches, abaft 11 feet 6 inches; hove her bow close up among the mangroves, her stern in $3\frac{1}{2}$ fathoms. At 2 a.m., ye tide left her; found four of the planks cut through by the rocks, and a piece of ye rock sticking in her bottom under ye starboard bow, and several other streaks much damaged, and a good deal of the sheathing off the larboard bow. At 10 a.m., ye carpenters began to work; some hands employed on shore digging a well; sent the longboat to take up ye stream anchor, the ship being fast ashore by ye messenger; had a 6-in. hawser to ye stream anchor out in ye river for a stern-fast. p. 559.

Saturday, 23 June, 1770.—Moored in Charco Harbour. Fresh breezes and fair. Employed shifting ye damaged planks and scraping ye bottom. A.M., carried out ye spare stream anchor astern to heave off by. p. 559.

Sunday, 24 June, 1770.—Moored in Charco Harbour. Strong breezes and fair. Finished ye starboard side; employed trimming everything over for heeling ye other side out. At 9 p.m., hauled ye ship a little off and heeled her to starboard; carpenters employed sheathing ye larboard side. p. 560.

Monday, 25 June, 1770.—Moored in Charco Harbour. Strong breezes and fair. Carpenters employed as before; seamen filling water. p. 561.

Tuesday, 26 June, 1770.—Moored in Charco Harbour. Ditto weather. Finished ye larboard bow and lashed ye casks under her to float her. p. 563.

Wednesday, 27 June, 1770.—Moored in Charco Harbour. Ditto weather. At 4 p.m., carried ye other stream anchor out astern; at high water hove a strain on both anchors, but ye tide did not rise high enough to float her; got a great many things from aft forward to ease ye ship; employed overhauling ye rigging, watering, and landing ye casks from under ye ship. p. 563.

Thursday, 28 June, 1770.—Moored in Charco Harbour. Ditto weather. Employed as before; carpenters stocking ye spare anchor. p. 563.

Friday, 29 June, 1770.—Moored in Charco Harbour. Ditto weather. Employed as before; caught 154 lb. of fish. p. 564.

Saturday, 30 June, 1770.—Moored in Charco Harbour. First and latter part, fresh breezes and cloudy, middle part, light airs with some rain. Employed wooding and watering; caught 254 lb. of fish. p. 564.

Sunday, 1 July, 1770.—Moored in Charco Harbour. First and middle, fresh breezes; ye latter, light winds. A.M., some hands employed fishing, the remainder on liberty. p. 565.

- 1770** Monday, 2 July, 1770.—Moored in Charco Harbour. Ditto weather. A.M., ye master, in ye pinnace, went to ye eastward to find a passage between ye reefs ; employed rigging ; carpenters and coopers employed as before.
- 2 to 15 July.** Hawk'sw'th, vol. iii. p. 566.
- Tuesday, 3 July, 1770.—Moored in Charco Harbour. Fresh breezes and fair. Lashed casks under ye ship. A.M., ye master returned, having found a passage ; they also brought a great number of large cockles and other shell-fish, which are in great plenty on ye reefs.
- p. 566.
- Wednesday, 4 July, 1770.—Moored in Charco Harbour. Strong gales and fair. At 7 p.m. hove ye ship afloat, and landed the spars and empty water-casks that were under her bottom. A.M., got ye foreyard and topmast up and topsail yard across, shifted ye provisions and stores from ye after hold forward.
- p. 567.
- Thursday, 5 July, 1770.—Moored in Charco Harbour. Ditto weather. Examined a bank on ye south side of ye river, and shifted ye stream anchor to heave her on to examine her under ye main chains. At 2 a.m. it was low water, but ye tide did not fall above 5 feet. At daylight got a purchase from ye best bower in readiness to heave her off.
- p. 567.
- Friday, 6 July, 1770.—Moored in Charco Harbour. Ditto weather. At 2 p.m., had 4 feet under ye ship ; examined her and found three streaks of ye sheathing gone about 8 feet long, and ye main plank a little chafed ; bent ye coasting cable to a bower anchor at ye tents, and at high water hove her off and warped to ye bank, where we cleared ship ; got ye stage from ye ship to ye shore ; got 8 tons of water for ye ground tier abaft ; and shipped ye provisions in ye after hold.
- p. 568.
- Saturday, 7 July, 1770.—Moored in Charco Harbour. Moderate and fair. Employed receiving a variety of stores, ballast, provisions, &c., on board ; and some hands about ye rigging.
- p. 568.
- Sunday, 8 July, 1770.—Moored in Charco Harbour. Light breezes and fair. Employed getting on board stores, &c. ; opened a cask of pork, one piece short, and a cask of beef, No. 540, contents 190 pieces, short of number one piece, of weight 24 lb. A.M., ye master went to examine ye seaward passage through ye reef.
- p. 569.
- Monday, 9 July, 1770.—Moored in Charco Harbour. Moderate and fair. P.M., ye master returned, having been 7 leagues out without being able to give any satisfactory account of a passage ; in returning over ye reef he saw a great number of turtle, and struck three about 300 lb. each. A.M., sent two boats to ye reef ; served turtle to all hands.
- p. 572.
- Tuesday, 10 July, 1770.—Moored in Charco Harbour. Ditto weather. Employed in ye holds and on ye rigging. P.M., one boat returned from ye reef without success. A.M., sent her out again.
- p. 572.]
- Wednesday, 11 July, 1770.—Moored in Charco Harbour. Ditto weather. Employed as before ; both boats returned with only one turtle and a load of clams ; served ye clams to ye ship's company.
- p. 575.
- Thursday, 12 July, 1770.—Moored in Charco Harbour. Ditto weather. Employed as before ; a quantity of bread being wet, employed some hands fresh stowing and drying of it ; ye yawl got one turtle and a skate.
- p. 575.
- Friday, 13 July, 1770.—Moored in Charco Harbour. Light breezes and hazy. Got on board ye last of ye provisions ; got a turtle and skate.
- p. 577.
- Saturday, 14 July, 1770.—Moored in Charco Harbour. Light breezes and clear. Got on board some ballast ; some hands at ye rigging.
- p. 577.
- Sunday, 15 July, 1770.—Moored in Charco Harbour. Ditto weather. Employed as before ; sent a boat to ye reef. P.M., employed fishing and cleaning ship ; ye remainder of ye day a holiday.

Monday, 16 July, 1770.—Moored in Charco Harbour. Ditto weather. 1770
P.M., ye yawl returned with four turtle and set out for ye reef imme- 16 to 31 July.
diately; employed as before; served fish to ye people.

Tuesday, 17 July, 1770.—Moored in Charco Harbour. Moderate and fair. Got ye cables and wood aboard; ye pinnace arrived with three turtle. Hawk's w'th
A.M., employed setting up ye lower rigging and getting on board officers' vol. III.
stores. p. 579.

Wednesday, 18 July, 1770.—Moored in Charco Harbour. Fresh breezes and fair. P.M., ye master went to ye north to look for a passage; hove ye ship farther in ye stream to prevent her taking ground; bent some of ye sails. A.M., struck ye tents; some of ye natives about ye ship. p. 579.

Thursday, 19 July, 1770.—Moored in Charco Harbour. Ditto weather. p. 580.
P.M., employed getting everything on board. A.M., several Indians set fire to ye grass near ye ship and continued spreading it, notwithstanding our signs to ye contrary, till ye captain fired on them, by which some of them was wounded; they then retired, and about two hours after some of them returned unarmed, seemingly good friends.

Friday, 20 July, 1770.—Moored in Charco Harbour. Fresh breezes and fair. P.M., employed berthing ye ship in ye river. At midnight ye master returned, and reported that there was no passage to ye northward. A.M., ye captain and master went out to ye bar to sound and place ye buoys. p. 580.

Saturday, 21 July, 1770.—Moored in Charco Harbour. First and latter, fresh breezes and cloudy; middle, moderate and fair; sent the pinnace to haul ye seine; in the evening she and ye yawl returned, ye latter with one turtle. A.M., the wind blew so strong that the boats could not go out to ye reef nor ye ship stir from her moorings; sent ye boatswain ashore with materials to make rope. p. 584.

Sunday, 22 July, 1770.—Moored in Charco Harbour. Fresh breezes and fair. Finished a 100-fathom of 3-inch. A.M., served turtle to the ship's company, and sent ye yawl to ye reef. p. 584.

Monday, 23 July, 1770.—Moored in Charco Harbour. Strong breezes and fair. Employed making of rope and hauling ye seine. p. 584.

Tuesday, 24 July, 1770.—Moored in Charco Harbour. Ditto weather. p. 584.
A.M., struck ye topgallant mast to fit new backstays.

Wednesday, 25 July, 1770.—Moored in Charco Harbour. Ditto weather. p. 585.
Employed making of rope. A.M., ye yawl returned from ye reef without success, it blowing too hard.

Thursday, 26 July, 1770.—Moored in Charco Harbour. Ditto weather. p. 586.
Employed working up junk; served turtle to ye ship's company.

Friday, 27 July, 1770.—Moored in Charco Harbour. Ditto weather. p. 586.
Employed wooding, watering, and brooming, and hauling ye seine.

Saturday, 28 July, 1770.—Moored in Charco Harbour. Ditto weather. p. 586.
Employed as before, and picking of oakum.

Sunday, 29 July, 1770.—Moored in Charco Bay. Ditto weather. Half- p. 587.
past 5 a.m., had a light air off ye land; hove up, and sent ye boats ahead to tow; sent a boat to sound on ye bar, where she found only 13 feet water, came to and sent ye yawl for turtle; draught of water forward, 13 feet 6 inches; abaft, 13 feet 7 inches.

Monday, 30 July, 1770.—Moored in Charco Harbour. First part, strong breezes and fair; ye latter, cloudy with rain. Sounded on ye bar, but found it impossible to get out; finished caulking and scraped ye decks. p. 587.

Tuesday, 31 July, 1770.—Moored in Charco Harbour. Strong breezes, with squalls of wind and rain; too squally to cross ye bar. p. 587.

- 1770** Wednesday, 1 August, 1770.—Moored in Charco Harbour. First part, ditto weather; ye latter, more moderate. Attended ye bar as usual, but to no purpose. Ye ship being moored too near ye shore, at 7 a.m., weighed and warped farther in ye stream. P.M., yawl returned with 265 pounds of skate. Employed repairing ye pumps.
- 1 to 10 Aug. Hawk'sw'th, vol. iii.
- p. 587. Thursday, 2 August, 1770.—Moored in Charco Harbour. Strong breezes and cloudy with rain. Employed picking oakum and mending the seine.
- p. 588. Friday, 3 August, 1770.—Moored in Charco Harbour. Moderate and fair. At 7 a.m., weighed to warp out, but ye ship trailing on a bank on ye north side of ye river, a fresh breeze coming on, and ye ebb making, hove her over to ye southern shore, and came to with the best bower in $3\frac{1}{2}$ fathoms, half cable's length to ye eastward of ye last anchoring-place; made ye top chains fast to ye rocks, bent ye messenger to it, and moored as before.
- p. 588. Saturday, 4 August, 1770.—Moderate and fair. At 4 p.m., carried ye coasting anchor over ye bar. At 3 a.m., laid a warp over ye bar. At 5 a.m., weighed and warped ahead. At 6 a.m., was over ye bar. At 8 a.m., weighed ye coasting anchor and made sail into ye offing with ye pinnace ahead. At noon, came to with ye best bower in 15 fathoms, good ground.
- p. 589. Sunday, 5 August, 1770.—At single anchor without the bar. P.M., moderate and fair. Sent ye boats to ye reefs; in ye evening they returned with one large turtle and some fish. A.M., sent two boats on ye reef, but it blowing hard they soon returned with only one turtle. Half-past 10 a.m., hoisted the boats up and began to heave, but the ship drove long before we came nigh the anchors; veered away as before; caught a number of sharks.
- p. 592. Monday, 6 August, 1770.—P.M., fresh breezes and cloudy. At 2 p.m., weighed and came to sail, and steered out N.E. by E., passing by the lee end of ye turtle reef, and had $14\frac{1}{2}$ fathoms; distance off, $1\frac{1}{2}$ miles. At half-past 4 p.m. had run 8 miles; the pinnace made ye signal for shoal water; same time saw a small sandy island on a shoal N.E. by N. 4 miles; saw breakers ahead and on the weather bow; tacked ship and stood off and on. At half-past 5 p.m., the pinnace came on board and informed us that there was not above 6 feet of water on some parts of the shoal nearest us; came to with ye best bower in 20 fathoms, brown clay; veered away to a whole cable; served hooks and lines to ye ship's company. A.M., strong breezes and head sea.
- p. 593. Tuesday, 7 August, 1770.—P.M., strong breezes and cloudy. Veered away a whole cable; kept a lookout at ye masthead for a passage between ye shoals, it being low water about 4 p.m. At 11 p.m., found she drove; veered away $\frac{3}{4}$ cable on ye best bower. A.M., the ship continued to drive; let go the small bower and brought it to bear at $\frac{3}{4}$ of a cable; got ye sheet and coasting anchors over ye side, got down ye topgallant masts, and struck yards and topmasts; hard gales and cloudy.
- p. 594. Wednesday, 8 August, 1770.—Ditto weather, with a head sea. Employed making sennit. A.M., more moderate.
- p. 594. Thursday, 9 August, 1770.—Ditto weather. P.M., got up the topmasts. A.M., hove ahead on both cables and put fresh service on.
- p. 594. Friday, 10 August, 1770.—Fresh breezes and cloudy. At 3 p.m., more moderate; hove up ye small bower. At 3 a.m., got up ye lower yards and hove in to ye short service. At 7 a.m., weighed and made sail with ye boat ahead; sounded from 19 to $12\frac{1}{2}$ regular. At 8 a.m., bore away for some small islands to ye northward, where the master had been sounding. At 9 a.m., passed three small islands, distant from them $\frac{1}{2}$ mile;* the N. head seen

* These islands are still known as the Three Islands.

from the harbour, S. by W., 4 leagues* ; shaped a course between ye islands and ye main. Half-past 10 a.m., passed a small low island ; depth of water, 17 fathoms ; stowed the sheet anchor. 1770 10 to 16 Aug.

Saturday, 11 August, 1770.—Fresh breezes and cloudy. Saw some low land and breakers to the N.W. ; hauled inshore, and at half-past 2 p.m. anchored in a quarter less 5 [fathoms], with the best bower, and veered to half a cable. The captain and master went ashore to examine the coasts from the hills, and at 5 a.m. the captain in the pinnace went to ye eastward, and the master in ye yawl to leeward, to sound a passage between some islands and the main† ; served the last turtle to the ship's company. Hawk'sw'th, vol. iii. p. 594.

Sunday, 12 August, 1770.—Fresh breezes and fair. At noon, ye yawl returned, having found from 9 to 7 fathoms in the passage between the low islands and the main.‡ p. 596.

Monday, 13 August, 1770.—Ditto weather. At 7 p.m., ye captain returned, having had a view of the large outer reef to the eastward ; sent a boat to examine a channel through the reef he had seen, but she returned without effecting it. At 6 a.m., weighed and came to sail ; stood out to ye eastward ; the pinnace a sounding had not more than 15 nor less than 9 fathoms. At 11, passed to ye northward of two reefs ; distance off a small sandy island on one of them, 1½ mile. p. 597.

Tuesday, 14 August, 1770.—Fresh trade and fair. At 2 p.m., ye master went away in ye pinnace to sound ye passage through the reefs, and soon after made ye signal for water for ye ship ; tacked and stood out.§ At 3 p.m., ye boat came on board ; she found 25 fathoms close to ye side of ye reef. At 6 p.m., ye island passed at noon S.W. by S. ; hoisted in ye boats and secured ye anchors ; stood off and on all night, and in ye morning at 6 a.m. bore away. Ye island passed yesterday at noon S. ¾ W., 9 leagues. p. 600.

Wednesday, 15 August, 1770.—Ditto weather. At 7 p.m., brought too with ye main topsail to ye mast ; no ground at 100 fathoms. At 6 a.m., out all reefs and made sail ; cleaned ship below. p. 603.

Thursday, 16 August, 1770.—Moderate breezes and fair. Saw ye land making moderately high W.S.W. || At 3 p.m., saw a reef of rocks between us and the shore ; and at 5 p.m., found it extended to ye north and south as far as we could see ; hauled off and made all sail ; kept a good lookout all night to leeward ; sounded frequently, but had no ground at 140 fathoms. At 12 midnight, tacked ; and at 1 a.m. it fell calm. At 4 a.m., saw ye breakers on ye lee bow close too ; lowered down ye yawl and sent her ahead to tow off ; meantime employed getting ye longboat out, ye ship all this time nearing ye reef fast by means of a flood tide and S.E. swell ; the pinnace having suffered much was now under repair ; ye carpenters, however, fastened on an upper streak, and she with ye rest of ye boats was ahead towing. At three-quarters past 5 a.m. the ship was within 40 yards of the breakers, and no ground with 140 fathoms of line ; notwithstanding ye ship might be said to be within ye swell of ye surf, the boats and a light air of wind ran her about half a cable's length from present danger ; soon after saw an opening in ye reef ; sent a mate to examine it ; ye signal being made by ye boat for anchoring, and no hopes of clearing ye reef, we towed for ye opening, but meeting with a strong ebb tide, and ye mate returning without p. 603.

* The north head of the harbour, Cook called Cape Bedford, in honour of Lord John Russell, fourth Duke of Bedford.

† The hill, Cook ascended in the afternoon, he called Point Lookout. It is the next head-land north from Cape Flattery. On the following morning, accompanied by Banks, he went off in the pinnace to the largest of the adjacent islands, named by him Lizard Island. In the hopes of obtaining a clearer view in the morning, they remained on the island all night, "under the shelter of a bush which grew upon the beach."—*Hawkesworth's Voyages*, vol. iii, p. 597.

‡ Turtle Islands.

§ The opening in the reef is still called "Cook's Opening." It lies in latitude 14° 32' S.

|| This would be the high land in the vicinity of Cape Sidmouth.

- 1770
16 to 22 Aug.
Hawk'sw'th,
vol. III.
p. 604.
- a satisfactory account, towed off again, and by ye help of ye ebb got clear of another point of ye reef further to ye northward ; at ye same time saw a point of another reef bearing N.E. by N.
- Friday, 17 August, 1770.—Light airs and calms. An opening being discovered in a bend of ye reef sent an officer to examine it, who returned with a favourable account* ; nothing but danger appearing on all sides it was resolved to attempt this passage to secure ye ship till there was wind ; accordingly we towed short round W. by S. 2 miles to ye mouth of ye opening. and S.W. by W. $\frac{1}{2}$ W. 2 miles through ye opening, having a rapid flood tide setting in ; ye soundings irregular from 13 to 30 fathoms ; foul ground. Quarter past 4 p.m., came to with ye best bower in 19 fathoms. A.M., employed repairing the pinnace ; ye rest of ye boats on ye reef. Variation, $4^{\circ} 9'$ east.
- p. 608.
- Saturday, 18 August, 1770.—Moderate breezes and pleasant. At 4 p.m., ye boats returned with 270 lb. of fish. At 7 a.m., weighed and came to sail ; an opening† in ye land S. 44 W., 5 leagues ; an island and two rocks N.W. by N. Soundings, 10 to 27 fathoms.
- p. 608.
- Sunday, 19 August, 1770.—Light breezes and fair. Saw a sandy island on a shoal, extending 2 or 3 miles each way ; hauled up to weather it ; had 8 fathoms, rocky ground ; hauled off, deepened ye water, and then bore away again. At 4 p.m., hauled round ye shoal, and at 6 p.m., passed a flat shoal to ye eastward, distant $\frac{3}{4}$ of a mile. Half-past 6 p.m., came to with ye best bower in 13 fathoms ; tried ye tide, and found it set west 1 knot 2 fathoms per hour. Half-past 6 a.m., weighed and sent a boat ahead ; soon after hauled up and went to ye eastward of a small shoal and saw a large flat shoal running a great way to ye eastward ; sent ye pinnace ahead and steered between ye shoal and ye main. Half-past 11 a.m., hauled round ye N.E. point of ye shoal and lay to for ye boats.
- p. 609.
- Monday, 20 August, 1770.—Moderate breezes and pleasant. Half-past 1 p.m., made sail. At 3 p.m., passed three small islands. At 6 p.m., some low islands W.N.W. 2 leagues.‡ At 7 p.m., brought to with ye best bower in 16 fathoms, the low island S.S.E. $\frac{1}{2}$ mile. At 7 a.m., weighed. At 10 a.m., saw shoals from W. to N.E. ; bore up for a passage to leeward of ye reef, the yawl ahead sounding. At 12 noon, passed by two small sandy islands, distant 2 leagues.
- p. 611.
- Tuesday, 21 August, 1770.—Moderate breezes and pleasant. At 1 p.m., passed by several sandy flats. At 7 p.m., brought to with ye best bower in 13 fathoms. At 6 a.m., weighed and made sail with ye boats ahead. At 12 noon, saw ye land making high in several openings, making it appear like a number of islands, some of which are a great distance from ye main, and bore from N. to W. and S. Variation per amplitude, $3^{\circ} 5'$; per azimuth, $3^{\circ} 8' E.$
- p. 612.
- Wednesday, 22 August, 1770.—Ditto weather. Half-past 2 p.m., steered for a passage between ye islands and ye main. Sent a boat to sound a passage to ye northward of ye one we were steering for. Three-quarters past 3 p.m., was in ye passage, distant from each shore three-quarters of a mile. At 4 p.m., came to with ye best bower in $6\frac{1}{2}$ fathoms, a good ground. and veered to $\frac{1}{2}$ of a cable. Extremes of ye land on ye east side N. 56 E. to S.W., on the west side from N. 8 E. to S. 73 W. Ye tide of ebb set from ye S.W. 3 knots 2 fathoms per hour. The captain went on shore, hoisted ye colours and took possession§ of ye country for ye King, fired several volleys. and cheered three times, which was answered from ye ship. At 10 a.m., slack water, weighed, and made sail.

* Providential Channel.

† This opening, to which Cook gave no name, is now known as Lloyd Bay.

‡ The vessel was anchored this night under one of the group of islands which Cook called Bird Isles, on account of the number of birds seen on them.

§ See remarks on taking possession. Note 75, ante, p. 169.

A JOURNAL OF THE PROCEEDINGS
OF
HIS MAJESTY'S BARK ENDEAVOUR.

BY
STEPHEN FORWOOD.*

[Extract.]

Tuesday, 17 April, 1770.—1 p.m., moderate gales and cloudy hazy weather. 2 p.m., in one reef main and mizen topsails; thunder; no ground 80 fathoms; wore ship. 5 p.m., fresh gales, with hard squalls; close-reefed topsails, handed mizen. 7 p.m., topsail; no ground 140 fathoms. 8 p.m., wore ship. 11 p.m., fresh gales and squally, with rain; lightning to the north; wore ship. 4 a.m., wore ship. 9 a.m., dark, hazy, variable weather, with some rain. 10 a.m., a heavy swell from the westward; little wind; out all reefs and made sail. Noon, fair weather. 1770
17 to 19 Aprl.
Hawk'sw'th,
vol. iii.

Wednesday, 18 April, 1770.—1 p.m., squally with rain. 2 p.m., strong gales; reefed the topsails, handed the mizen topsail and mizen topsail; got down topgallant yards; saw a Cape hen. 5 p.m., handed the mainsail; carried away the collar of the maintopmast staysail stay. 9 p.m., hard gales and squally, with rain. 11 p.m., swell from the north-west. 12 midnight, set the mainsail; saw a Pintado bird and a great many albatrosses. 11 a.m., set the main topsail. Noon, fresh gales and squally, with rain. p. 482.

Thursday, 19 April, 1770.—1 p.m., fresh gales and squally, with a great swell from the southward. 4 p.m., a great number of porpoises about the ship. 6 p.m., handed the topsails. 11 p.m., squally, with rain; hauled up the mainsail. 2 a.m., set the mainsail. 4 a.m., fresh gales and fair weather. 5 a.m., set the topsails. 6 a.m., saw the land from N.E. by N. to W. by S., distant 7 or 8 leagues. 7 a.m., out all reefs and made sail; bore up for the land. 10 a.m., variation per azimuth, 6° 07' E. Noon, squally, with rain; extremes of land from N.W. to E. by N.; a remarkable high point N. 12 E. p. 483.

* Stephen Forwood was gunner on board the Endeavour. He was appointed at the instance of Cook himself, who, on the 3rd June, 1768, recommended him to the Secretary of the Admiralty (Philip Stephens) "as a very proper person to be appointed gunner of the Endeavour, he having passed his examination for that purpose." (Post, p. 310.) After the Endeavour returned to England, Forwood dropt out of sight. He did not accompany Captain Cook on either of his subsequent voyages round the world. There appears to be unmistakable internal evidence that Forwood, in the compilation of his log, was largely indebted to the "Official Log." (Ante, pp. 81 to 157.) This is equally true of the journals of other officers. It would seem that there were at least two logs on board which were more or less faithfully followed by members of the crew who kept, or are reputed to have kept, journals. In fact, in many cases, the same obvious errors are repeated. There is, however, abundant evidence to show that the journals were written either at the time, or soon after, the events chronicled occurred.

- 1770
20 to 25
April.
Hawk'sw'th,
vol. iii.
- Friday, 20 April, 1770.—1 p.m., fresh gales and squally, with rain; set steering-sails. 6 p.m., the north extreme (an island)* N. $\frac{1}{2}$ E. 6 miles; brought to. 10 p.m., wore ship. 12 midnight, fresh gales and squally, with rain. 3 a.m., made sail. 5 a.m., clear weather; a high point of land, making like an island, N.N.W. 9 a.m., set steering-sails; a swell from the S.S.W.; the buoys being expended, the captain ordered two small casks for buoys. 11 a.m., crossed a strong rippling of a current or tide. Noon, extremes of land from N. 10 W. to S. $\frac{1}{2}$ W.; distance off shore, 3 or 4 leagues.
- p. 484. Saturday, 21 April, 1770.—1 p.m., moderate breezes and fair pleasant weather; saw a smoke on shore. 6 p.m., the northernmost land in sight north; a smoke on shore. 8 p.m., 44 fathoms, brown sand; variation per azimuth, $10^{\circ} 43'$ E. 10 p.m., little wind and fair. 12 midnight, hauled up the foresail and brought to; the high land† set at noon W. by N. 4 a.m., made sail. 5 a.m., out all reefs. 7 a.m., saw a remarkable high peak bearing north. 8 a.m., fresh breezes and fair weather. Noon, fair weather; extremes of land from N. 10 W. to S. 90 W.; distance off shore, 3 or 4 leagues.
- p. 485. Sunday, 22 April, 1770.—1 p.m., moderate and pleasant weather; saw a smoke on shore. 2 p.m., two small islands‡ W. by S., 2 leagues. 5 p.m., extremes of land from S. to N. 15 E.; a remarkable bluff§ W. by S.; 2 leagues off shore. 6 p.m., shortened sail. 10 p.m., hauled up the foresail; saw a fire on shore. 12 midnight, brought to. 1 a.m. little wind and cloudy, with some rain; wore ship. 3 a.m., made sail and stood in for the land. 6 a.m., variation per azimuth, $9^{\circ} 50'$ E. 7 a.m., the bluff set last night S. 76 W., 3 leagues; saw a ledge of breakers N.N.E., lying off a low island.|| 9 a.m., saw several Indians on shore; distance off shore, 4 or 5 miles. 10 a.m., a swell from the south-east. 11 a.m., the remarkable peak is called Pigeon-house Hill. Noon, the south extreme, Cape Dromedary, S. 20 W.; N. extreme, N. 8 E., and a remarkable peak N. 46 W.; distance off shore, $2\frac{1}{2}$ miles.¶
- p. 486. Monday, 23 April, 1770.—1 p.m., light airs and fair weather. 5 p.m., tacked ship. 6 p.m., the Dromedary S. 18 W.; the north extreme N. 4 E. 5 a.m., tacked ship. 10 a.m., tacked ship; shifted the main jeers end for end. Noon, extremes of land from N. 8 E. to S. 27 W. [the Dromedary]; Pigeon-house Hill N. 49 W.; distance off shore, 6 leagues.
- p. 487. Tuesday, 24 April, 1770.—1 p.m., fine clear weather. 4 p.m., light air. 6 p.m., extremes from N. 9 E. to S. 22 W.; Pigeon-house Hill N. 49 W. 7 p.m., light airs and fair. 12 midnight, ditto weather. 4 a.m., moderate breezes. 7 a.m., variation per azimuth, $7^{\circ} 54'$ E.; per amplitude, $7^{\circ} 41'$ E. 10 a.m., fresh breezes with a swell from the eastward; employed mending the old mainsail and working up junk; the northern extreme N.W. by N.; Pigeon-house Hill, S. 62 W.; a bluff head near which were two large smokes, N. 72 W.; distance off shore, 3 leagues.
- p. 488. Wednesday, 25 April, 1770.—1 p.m., moderate and clear weather. 2 p.m., sacked ship. 3 p.m., extremes of land from W.N.W. to N.S.W.**; Pigeon-house Hill S.W. by W. $\frac{1}{4}$ W.; distance off shore, 6 or 7 leagues; shortened sail; lightning to the southward. 8 p.m., squalls; close-reefed the topsails and brought to. 1 a.m., strong breezes; wore ship. 4 a.m., wore ship and made sail; out all reefs topsails. 6 a.m., the northernmost land N. $\frac{1}{2}$ W.

* Gabo Island. See note 6, ante, p. 160.

† This high land was Mount Dromedary. The "remarkable high peak," sighted at 7 a.m., was the Pigeon-house Hill. The Cape Dromedary of Cook is Montague Island.

‡ See note 8, ante, p. 160.

§ Point Upright.

|| Evidently the island now known as Brush Island.

¶ Evidently an error; should be leagues. See this entry in other logs.

** An error; should be S.W.

9 a.m., variation per azimuth and amplitude, $9^{\circ} 21'$ E. 10 a.m., moderate breezes and fair; saw several smokes on shore. 11 a.m., passed great quantity of spawn. Noon, extremes of land from N. 8° E. to S. 17° W.; distance off shore, 3 or 4 leagues. 1770
25 April to 3 May.

Thursday, 26 April, 1770.—1 p.m., light airs and fair. 5 p.m., variation per azimuth, $8^{\circ} 48'$ E. 7 p.m., extremes from S. 80° E. to N. 5° E.; in first reef topsail. 8 p.m., saw a fire on shore. 12 midnight, fair weather. 1 a.m., light airs. 9 a.m., repairing the old topsail with tent-curtains. 10 a.m., exercised the marines at small-arms. Noon, extremes of land from S. 28° W. to N. 8° W.; distance of shore, 5 or 6 leagues. Latitude observed, $34^{\circ} 10'$ S. Hawk'sw'th, vol. iii. p. 488.

Friday, 27 April, 1770.—1 p.m., little wind and clear weather. 3 p.m., in first reef topsails; tacked ship. 6 p.m., tacked ship; extremes from S. 26° W. to N. 16° E. 12 midnight, tacked ship. 4 a.m., tacked ship. 6 a.m., tacked ship. Noon, extremes of land from S. 11° W. to N. 28° E.; distance off shore, 4 or 5 miles. p. 489.

Saturday, 28 April, 1770.—1 p.m., moderate breezes and fair pleasant weather; hoisted out the pinnace and yawl, but the pinnace being so leaky was obliged to hoist her in again; tacked ship; the captain went on shore in the yawl.* 5 p.m., the yawl returned; the surf prevented her landing; extremes of land from N.N.E. to S.; distance off shore, 4 or 5 miles. 3 a.m., saw several fires along shore. 5 a.m., out first reefs. 7 a.m., saw a bay; hauled up for it; in first reef topsails. 8 a.m., tacked. 10 a.m., hoisted out the pinnace and sent the master† to sound. 11 a.m., tacked ship. Noon, working to windward into a bay bearing W.N.W. 2 miles. p. 490.

[Remarks in Sting Ray Bay, New Holland.]

Sunday, 29 April, 1770.—Little wind and fair weather. $\frac{1}{2}$ -past 1 p.m., came to with best bower in $6\frac{1}{2}$ fathoms water, sandy ground; hoisted out the boats, and the captain and gentlemen went on shore, but were opposed in landing by two Indians standing on the shore with their spears in their hands ready to heave at the boat, notwithstanding the captain tried all means to persuade them to lay their weapons down by heaving them on shore presents, but all to no purpose; at last, finding nothing would do, the captain fired a load of small shots at them, which so frightened them that they run into the woods. After finding a watering-place the boats returned. A.M., parties went on shore wooding and watering; the captain went away in the pinnace; moored with the stream anchor to the N.E. and $\frac{1}{2}$ a cable on the best bower; extremes of the entrance of the bay from E. to S.E. $\frac{1}{2}$ E.; distance off shore, $\frac{1}{2}$ of a mile. Latitude of the bay is $34^{\circ} 00'$ S. p. 491.

Monday, 30 April, 1770.—Little wind and pleasant weather; on shore as before; in the hold armourers at work at the forge; sailmakers repairing the sails. P.M., served 3lb. of fish per man caught in the seine. p. 495.

Tuesday, 1 May, 1770.—Ditto weather; employed as before; small success in fishing; this day at 6 p.m. departed this life Forby Sutherland, seaman. A.M., buried the body ashore. p. 496.

Wednesday, 2 May, 1770.—First part, ditto weather; middle part, thunder, lightning, and rain; latter, rain; employed as before. A.M., scrubbed the ship's bottom and cleaned ship within; caught very little fish this day. p. 497.

Thursday, 3 May, 1770.—Moderate and fair. P.M., wooders and waterers on shore; completed our water to 80 tons; the captain and gentlemen went some distance up the country; in the evening they returned. A.M., loosed sails to dry; got some wood on board; saw twelve canoes along shore a fishing. p. 499.

* See note to this day's entry in Pickersgill's Journal, ante, p. 214.

† See note 14, ante, p. 161.

- 1770**
 4 to 10 May.
 Hawk'sw' th,
 vol. iii.
 p. 502.
- Friday, 4 May, 1770.—Light airs and fine pleasant weather; employed in wooding and clearing ship for sea; captain and gentlemen examining the country; served 5lb. of fish per man, which was caught by striking with the grains [*sic*]; brought on board one stingray, which weighed 280 lb. weight.
- Saturday, 5 May, 1770.—Light breezes and pleasant weather; employed as before; the yawl away striking fish; the pinnace hauling the seine; at 7 p.m., both returned, the yawl bringing in one stingray, which weighed 300lb., and others very large; served 5lb. per man. Variation per azimuth, $6^{\circ} 42' E.$
- p. 504.
- Sunday, 6 May, 1770.—Ditto weather. At 1 p.m., low water; people employed as before; the yawl fishing. At 7 p.m., the yawl returned with two fish weighing 600lb.; served 6lb. per man. At 7 p.m., high water. At 5 a.m., hove up the best bower, and hove short on the stream anchor. At 7 a.m., weighed and hoisted the boats in. At 9 a.m., made sail. At noon, the extremes from N. 5 E. to S. by W. $\frac{1}{2}$ W.; nearest shore, 2 or 3 miles. This bay lies in the latitude of $34^{\circ} 00' S.$, and longitude, by several observations on shore and board, $109^{\circ} 13' [sic]$ west of Greenwich. During our stay here we saw parties of the Indians several times, but could not come near enough to make any kind of friendship with them, but they always made signals for us to be gone; they go quite naked, not having the least thing to cover their nakedness; they are very black, and they live entirely on fish; their canoes are only bark of a tree stopped at each end, and are so light that one man may carry them. We saw no kind of beast, although the captain went some distance in the country. Their houses are very low and small, and only covered with the bark of trees, and some with grass and branches of trees.
- [On the Coast of New Holland, standing to the Northward.]
- p. 507.
- Monday, 7 May, 1770.—1 p.m., little wind and fine pleasant weather. 5 p.m., variation per azimuth, $8^{\circ} E.$ 7 p.m., the north extreme of land N. by E. $\frac{1}{2}$ E.; some broken land, like a bay, N. 48 W.*; distance off shore, 2 leagues. 10 p.m., shortened sail. 7 a.m., made sail; variation per azimuth, $7^{\circ} 56' E.$ Noon, clear weather; the north extreme N. by E.; distance off shore, 3 leagues. Latitude observed, $33^{\circ} 17' S.$
- p. 508.
- Tuesday, 8 May, 1770.—1 p.m., fine clear weather; saw several smokes on the shore. 3 p.m., light airs. 5 p.m., tacked ship; variation per azimuth, $8^{\circ} 25' E.$ 6 p.m., tacked ship; in first-reef topsails; extremes from S.W. by S. to N. 9 p.m., lost a deep-sea lead and 70 fathoms of line and two hand-leads endeavouring to clear it of the heel of the rudder. 1 a.m., tacked ship. 7 a.m., little wind and clear weather; condemned the remainder of the best bower cable for junk; out first reef topsails. Noon, extremes from S. 27 W. to N. 10 E.; distance off shore, 5 miles. Latitude observed, $33^{\circ} 24' S.$
- p. 508.
- Wednesday, 9 May, 1770.—1 p.m., fair weather. 4 p.m., light airs. 5 p.m., in first-reef topsails; extremes of land from N. by E. to S.S.W. 9 p.m., fresh breezes and fair weather. 12 midnight, tacked ship. 8 a.m., tacked ship; little wind and fair weather. 10 a.m., carpenters repairing the long-boat, sailmakers the sails. 11 a.m., people drawing and knotting yarns to make cordage. Noon, extremes of land from N.W. by N. to S.W. $\frac{1}{2}$ W.; distance off shore, 5 leagues. Latitude observed, $33^{\circ} 37' S.$
- Thursday, 10 May, 1770.—1 p.m., moderate and cloudy. 4 p.m., tacked ship; distance off shore, $\frac{1}{2}$ mile; a bluff head N.N.E.; a small bay S.W. by S.† 7 p.m., the north extreme N. by E. $\frac{1}{2}$ E. 12 midnight, fair weather. 6 a.m., saw the land making in islands; made all sail. 10 a.m., employed as before. Noon, extremes of land from N. 32 E. to S.W. by S. Latitude observed, $32^{\circ} 51' S.$

* Popularly supposed to be Broken Bay. See note 16, ante, p. 162.

† See note 79, ante, p. 173.

Friday, 11 May, 1770.—1 p.m., fresh breezes and fair pleasant weather. 1770
 2 p.m., running along shore; saw several smokes; land broken. 3 p.m., 11 to 16 May.
 making like islands; north extreme N. 29 E.; an opening S. by W.* 5.30
 p.m., the extremes from N. 27 E. to S.W. $\frac{1}{2}$ W.; a small high island N.† 30 Hawk'sw'th,
 W., distant 2 or 3 miles; shortened sail. 8 p.m., variation per amplitude, vol. iii.
 $8^{\circ} 00'$ E. 11 p.m., little wind. 3 a.m., moderate breezes and fair weather. p. 508.
 5 a.m., made sail. 6 a.m., variation per azimuth and amplitude, $9^{\circ} 10'$ E.
 7 a.m., extremes of land from N. to S.W. by W.; distance off shore, 4
 leagues. 10 a.m., people employed as yesterday. Noon, extremes of land
 from N. to S. 15 W.; a small island N. 3 E., 4 leagues.‡ Latitude observed,
 $32^{\circ} 2'$ S.

Saturday, 12 May, 1770.—1 p.m., little wind and fair. 2 p.m., saw p. 509.
 several fires along shore. 5 p.m., northernmost extreme of land from N.
 2 E., 5 or 6 leagues; shortened sail. 11 p.m., the northernmost of three
 remarkable hills, which we called the Three Brothers, W. by N.; fresh
 breezes and cloudy. 1 a.m., taken aback. 3 a.m., moderate breezes and
 fair. 5 a.m., made sail. 10 a.m., employed in the hold. At noon, extremes
 of land from N. 28 W. to S.W. by S. Latitude observed, $31^{\circ} 18'$ S.

Sunday, 13 May, 1770.—1 p.m., little wind and clear weather. 5 p.m., p. 510.
 north extreme of land N. $\frac{1}{2}$ E. 6 p.m., tacked ship and shortened sail.
 12 midnight, tacked ship. 5 a.m., variation per azimuth, $9^{\circ} 26'$ E. 6 a.m.,
 fresh breezes and fair, with lightning to the south-east. At noon, extremes
 of land from S. 24 W. to N. 22 W.; a bluff head set for the north
 extreme yesterday at noon S. 39 W.§; distance off shore, 3 or 4 leagues.
 Latitude observed, $30^{\circ} 43'$ S.

Monday, 14 May, 1770.—1 p.m., light airs and fine pleasant weather; p. 510.
 saw several smokes along shore; served slops to the ship's company. 5 p.m.,
 variation per azimuth, $8^{\circ} 13'$ E. 6 p.m., extremes of land from S. 7 W. to
 N. 11 W.; distance off shore, 4 miles. 8 p.m., tacked ship; moderate
 and fair. 9 p.m., tacked ship. 12 midnight, light winds and fine weather.
 2 a.m., thunder and lightning to the eastward. 6 a.m., extremes from S.
 by W. to N.N.W. 9 a.m., squally, with thunder, lightning, and rain.
 10 a.m., fresh breezes and cloudy; out all reefs and set steering-sails.
 Noon, extremes of land from S. 33 W. to N.N.W.; distance off shore, 4
 leagues. Latitude observed, $30^{\circ} 22'$ S.

Tuesday, 15 May, 1770.—1 p.m., fresh breezes and fair weather; more p. 510.
 land north. 2 p.m., fresh gales, with thunder, hail, and rain; in first reefs
 topsails. 3 p.m., several smokes along shore. 4 p.m., close-reefed top-
 sails; banded the mainsail. 5 p.m., passed an island|| distant about 3
 miles; extremes from N.N.W. to S. by W. 7 p.m., hauled up the foresail.
 8 p.m., brought to; main topsail to the mast. 11 p.m., stood under the
 topsails; sounded every half-hour. 12 midnight, fresh gales and fair weather.
 6 a.m., made sail. 8 a.m., saw several natives on shore. 10 a.m., made
 all sail. Noon, extremes of land from N. 28 E.¶ to S. $\frac{1}{2}$ W.; a bluff point
 N. 70 W. 3 miles; set steering-sail; fine pleasant weather. Latitude
 observed, $28^{\circ} 40'$ S.

Wednesday, 16 May, 1770.—1 p.m., fresh breezes and fair; more land p. 511.
 north. 2 p.m., bent the old mainsail and topsail. 5 p.m., saw breakers on
 the larboard bow. 5.30 p.m., saw more N. by E.; hauled off; extremes
 from N.W. to S.; distance off shore, 5 miles. 8 p.m., fresh gales and
 cloudy, with a heavy swell from the southward. 9 p.m., brought to.

* Port Stephens.

† One of the Broughton Islands.

‡ Mermaid Reef.

§ This headland Cook called Smoky Cape.

|| The South Solitary Island. See note 23, ante, p. 163.

¶ This is an error. The "bluff point" mentioned would be Cape Byron, from which the
 land trends slightly to the west. The "Official Log" (ante, p. 107) gives the bearing of the
 north extreme of the land at noon as N. 28 W.

1770 11 p.m., wore ship and brought to, head in shore. 5 a.m., made sail.
 16 to 21 May. 6 a.m., made more sail; saw breakers on the larboard bow, the breakers in
 Hawk'sw'ith, one with a remarkable peak S.W. 4 miles.* 7 a.m., clewed up the fore
 vol. iii. topsail to repair; out second reefs and set topgallant sails. At noon,
 extremes of land from S. 8 E. to N. 11 W.; the peak S. 12 W.; distance
 off shore, 6 miles. Latitude observed, 27° 46' S.

p. 512. Thursday, 17 May, 1770.—1 p.m., fresh breezes and clear; bent the old
 foresail and topsail. 4.30 p.m., the north extreme seen from the masthead
 N. by W.†; south extremes S. ½ W.; a ledge of breakers N.W. by W.; a
 heavy S.S.E. swell; shortened sail. 8 p.m., brought to. 12 midnight, mode-
 rate and fair; made sail; sounded every half-hour. 10 p.m., fresh breezes
 and fair; several smokes along shore; extremes of land from N. 16 W. to S.
 ½ W.; a bluff N. 33 W. 4 leagues.‡ Latitude observed, 26° 28' S.

p. 514. Friday, 18 May, 1770.—1 p.m., moderate breezes and fair weather;
 lowered down the main topsail and set up the topmast shroud. 6 p.m.,
 the northernmost land N. by W. 2 or 3 leagues. 7 p.m., variation per
 several azimuths, 8° 44' E. 10 p.m., brought to; main topsail to the mast.
 11 p.m., little wind. 4 a.m., the point§ set last night W.S.W. 5 a.m., out
 all reefs and made sail. 10 a.m., carpenters about the longboat; people
 drawing yarns. Noon, little wind and fair; extremes of land from S. to
 N. 3 W.; distance off shore, 2 or 3 leagues. Latitude observed, 25° 33' S.

p. 515. Saturday, 19 May, 1770.—1 p.m., light airs and clear; bent the old
 maintopsail. 4 p.m., north extreme N. ½ W.; variation per azimuth,
 8° 36' E. 9 p.m., little wind and fair. 5 a.m., moderate breezes; made
 sail. 8 a.m., variation per amplitude, 8° 23' E.; variation per azimuth,
 8° 20' E. At noon, extremes of land from N. 31 W. to S. 22 W.; distance
 off shore, 5 miles. Latitude observed, 25° 04' S.

p. 516. Sunday, 20 May, 1770.—1 p.m., moderate breezes and fair. 5.30 p.m.,
 extremes of land from N. 42 W. to S. 7 W.; land seen from the masthead,
 N.N.W. ½ W.; distance off shore, 2 or 3 leagues; variation per azimuth,
 8° 45' E. 3 a.m., fresh breezes. 4 a.m., made sail. 5 a.m., made all sail;
 saw the land ending in a point W.S.W.;|| hauled up for it; saw a ledge of
 breakers running out from the land to N.W. 9 a.m., the point S.W., the
 end of the breakers N.W. by N.; distance off the nearest part of them,
 3 or 4 miles. 11 a.m., moderate and fair. Noon, extremes of land from
 S. 7 E. to S. 4 W.; north extreme of the reef, N.W. ½ W. Latitude
 observed, 24° 26' S.

p. 517. Monday, 21 May, 1770.—1 p.m., moderate breezes and fair weather to 2
 p.m.; regular soundings from 9½ to 11 fathoms. At 2 p.m., sent the yawl
 to sound a place that had the appearance of being very shoal by the water
 breaking over it, but they found from 5 to 7 fathoms water on it. At 2.30
 p.m., passed the tail of a shoal; soundings irregular, from 6 to 9 fathoms,
 the point of land set at noon bearing S. 14 E.¶ At 6 p.m., the land S.E. by
 S. 7 or 8 leagues. 12 midnight, fair weather. 2 a.m., found a current
 setting south-westerly 1 knot 2 fathoms per hour. 4 a.m., light airs and
 smooth water. 6 a.m., saw the land from the masthead S.E. ½ S. 9 a.m.,
 saw more land to the W.S.W. 10 a.m., carpenters caulking the main deck.

* The "remarkable peak," Cook named Mount Warning, by which name it is still known.
 The point of land off which the breakers were seen he called Point Danger.

† See note 86, ante, p. 173.

‡ Evidently the point now known as Noosa Head.

§ Double Island Point. The Endeavour at this time was off Wide Bay, described by
 Cook as "a large open bay, the bottom of which is so low and flat that from the deck it
 could scarcely be seen."—*Hawkesworth*, vol. iii, p. 515.

|| The point, Cook named Sandy Cape; the ledge of breakers, Break Sea Spit. Both names
 have been retained.

¶ Sandy Cape.

At noon, moderate breezes and fair ; extremes of land from S. 3 W. to N. 86 W. ; distance off shore, 7 or 8 leagues ; some smoke on shore. Latitude observed, 24° 28' S. 1770 21 to 27 May.

Tuesday, 22 May, 1770.—1 p.m., moderate breezes and clear weather. 3 p.m., variation per amplitude, 8° 33' E. 8 p.m., came to* with the best bower in 8 fathoms water, veered to one-third cable. 12.30 a.m., water fell 2 feet ; slack tide. 4 a.m., found the tide to rise 1 foot 11 inches. 5.30 a.m., found it rise 1 foot ; hove short. At 6 a.m., weighed and came to sail ; variation per azimuth, 7° 50' E. At noon, little wind and fair weather ; extremes of land from N. 37 W. to S. 22 E. ; distance off shore, 2 miles ; carpenters employed as before. Latitude observed, 24° 19' S. Hawk'sw'th, vol. iii. p. 618.

Wednesday, 23 May, 1770.—1 p.m., little wind and clear weather. 3 p.m., saw more land bearing N. 4 p.m., variation per azimuth, 8° 30' E. 5 p.m., tacked ; opened a large bay† ; sent a mate in the yawl to sound ; half-past, extremes from S. 7 E. to N. 43 W. ; working into the bay. 8 p.m., came to in 8 fathoms water with the best bower, veered to $\frac{1}{2}$ of a cable ; extremes from E. to N.W. $\frac{1}{2}$ W ; 3 miles off shore. 12 midnight, the tide had ebbed 3 feet since 9 p.m. ; at 3 a.m., the tide had ebbed 1 $\frac{1}{2}$ feet since 12 midnight, and is now slack water. 10 a.m., veered to $\frac{3}{4}$ of a cable ; the captain, &c., in the pinnace and yawl ashore fishing, &c. Latitude observed, 24° 04' S. p. 519.

Thursday, 24 May, 1770.—1 p.m., light airs and fair weather ; hove in to $\frac{1}{2}$ of a cable. 4 p.m., the boats returned without success in fishing ; half-past, weighed and made sail out of the bay. 6 p.m., moderate and fair. 5 a.m., saw a large ledge of breakers lying off the north extreme of the bay ; half-past, run past the breakers. Noon, the northernmost extreme of land N. 68 W ; the nearest shore, 4 leagues. Latitude observed, 23° 52' S. p. 520.

Friday, 25 May, 1770.—1 p.m., fine pleasant weather ; caught some fish of the schnapper kind. 5 p.m., extremes of land from the masthead from N.W. by W. to S.E. 6 p.m., light airs. 10 p.m., brought to. 1 a.m., wore ship. 5 a.m., moderate and fair ; made sail (crossed the tropic of Capricorn) ; a headland‡ in one with a bluff W. by N. 8 a.m., high land, making like islands, N.W. 9 a.m., standing between the main and some rocky islands.§ At noon, the southernmost land in sight S. 66 E. ; the nearest shore N. 12 E. ; distance, 2 or 3 miles ; north extremes N. 19 W., 5 miles from ye main. Latitude observed, 23° 24' S. p. 522.

Saturday, 26 May, 1770.—1 p.m., light breezes and fine pleasant weather. 4 p.m., variation per amplitude and azimuth, 7° 28' E. 6 p.m., came to|| with the best bower, soft sand ; the island passed at noon E. 3 or 4 miles¶ ; northernmost island N. by W., 4 leagues. 10 p.m., high water had flown 6 feet 3 inches. 11 p.m., light breezes. 4 a.m., water had fallen 7 feet ; half-past, slack water ; begun to heave up. 5 a.m., weighed and came to sail ; moderate breezes and fair. 8 a.m., sailing between the islands and the main, each distant 4 miles. At 11 a.m., shortened sail upon shoaling the water to 5 fathoms ; sent the yawl with a mate to sound ahead ; a remarkable peak N. 25 W.** ; northernmost land in sight N. by W. $\frac{1}{2}$ W ; 4 miles off shore. Latitude observed, 23° 06' S. p. 523.

Sunday, 27 May, 1770.—1 p.m., little wind and fair ; came to with the best bower ; sent the boats to sound. 5 p.m., the boats returned ; the master reported the passage was bad. 6 p.m., weighed and came to sail ; the pinnace p. 524.

* See note 31, ante, p. 164.

† Bustard Bay. See note 32, ante, p. 164.

‡ Cape Capricorn. See note 34, ante, p. 164.

§ Hummocky Island and the rocks in its vicinity.

|| See note 35, ante, p. 164.

¶ Cook gave no name to this island. Flinders named it, from its appearance, Hummocky Island.

** Mount Atherton. See note 92, ante, p. 174.

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- and yawl ahead sounding. 11 p.m., came to with the best bower and veered to $\frac{1}{2}$ of a cable. 1 a.m., light airs. 6 a.m., moderate breezes and fair; weighed and came to sail; the pinnace and yawl with the master and a mate ahead sounding for a passage to the eastward between the islands. At 10 a.m., the boats returned; hoisted them in and set steering-sails. 9 a.m., the outermost island S.E., 4 or 5 leagues*; had 13 fathoms water. At noon, no ground with the hand-line; the northern extreme of the land N. 32 W.; two small islands, the one N. the other N. 12 E.†; distance off shore, $4\frac{1}{2}$ leagues. Latitude observed, 22° 53' S.
- p. 525. Monday, 28 May, 1770.—1 p.m., moderate breezes and pleasant weather. 2 p.m., passed between two small islands and the main. 4.30 p.m., ye north extreme of the land N. by W.; the outer island of the north end N. 39 W.; the S. extreme S. 2 E., and islands off it S. 45 E. 7 p.m., in first and second reefs of main topsail, and shortend sail; brought to under the topsails; main topsail to the mast. 11 p.m., wore ship. 5 a.m., made sail: fresh breezes and cloudy. Half-past 8 a.m., passed by a headland,‡ and altered the course, steering between some islands. At 11 a.m., sent a mate in the yawl ahead to sound. At noon, shoaled our water to 7 fathoms, and the yawl still making the signal for shoaler, at the same time, seeing the water break ahead, hove in stays and let go the best bower§: veered to $\frac{1}{2}$ a cable, then had $3\frac{1}{2}$ fathoms; found the tide to set from the E.S.E.; the N. extreme of the main in sight N. 88 W.; several islands to the northward and southward; distance off the nearest, 2 or 3 miles. Latitude observed, 22° 08' S.
- p. 528. Wednesday, 30 May, 1770.—Fresh breezes and clear weather. At 4 p.m., the master returned, being then high water. At 5 a.m., the captain went in to survey the harbour. At 8 a.m., he went up the river; carpenters caulking the quick deck. Latitude observed, 22° 07' S.
- p. 530. Thursday, 31 May, 1770.—Fresh breezes and cloudy, with small rain. At 6 p.m., the captain returned, having been 8 leagues up the river or lagoon; cleared ship for sea; hoisted in the longboat. At 6 a.m., weighed and came to sail; at 8 a.m., the river's mouth S.S.W., 5 miles. 9 a.m., fresh breezes and cloudy. 10 a.m., passed by some rocks; sent the pinnace ahead to sound between some islands. Noon, the port sailed from S. 40 E.; the northern extreme of the main N. 83 W.; nearest island S.S.W., 1 mile; saw several islands N.W.; the pinnace ahead sounding. Latitude observed, 21° 53' S.
- p. 526. Tuesday, 29 May, 1770. ||—1 p.m., moderate and cloudy with drizzling rain; sent a mate in the yawl to sound; weighed and came to sail; the yawl ahead. 8 p.m., came to with the best bower, and veered to $\frac{1}{2}$ a cable; an opening in the main making like a harbour W. by S. 3 miles. ¶ 11 p.m., little wind, and cloudy with small rain. 3 a.m., fresh gales and cloudy; the master and mate in the pinnace and yawl sounding the opening set last night; 5 a.m., weighed and came to sail and stood in for it. 9 a.m., came to with the best bower; veered to $\frac{1}{3}$ of a cable; extremes of the harbour's mouth N. 75 E. to N. 33 E.; distance off shore, $\frac{3}{4}$ of a mile; an island open with the harbour mouth N. 40 E. Noon, the captain in the pinnace and master in the yawl examining the harbour; moderate and fine pleasant weather.
- p. 532. Friday, 1 June, 1770.—1 p.m., fresh breezes and cloudy with rain; half-past, shoaled our water to 5 fathoms, and the pinnace making the signal for

* An error. Should be "4 or 5 miles."

† The Two Brothers. See note 40, ante, p. 165.

‡ Cape Townshend. See note 41, ante, p. 165.

§ The ship anchored off Shoalwater Bay.

|| This error in the order of date occurs in the original.

¶ Thirsty Sound. See note 43, ante, p. 165.

shoaling water, let go the best bower in 3 fathoms, sandy ground. 4 p.m., weighed and stretched into the opening, the pinnace sounding ahead; half-past, bore up for a passage between some islands. 5.30 p.m., saw some rocks ahead; brought to under the lee of an island bearing S.E. $\frac{1}{2}$ mile; veered to $\frac{1}{2}$ a cable; high water at 6 p.m., then $16\frac{1}{2}$ fathoms, gravel and shells. 5 a.m., weighed and came to sail between the islands, having the ebb tide against us. 8 a.m., saw the mainland to the northward of us as far as W.N.W. 10 a.m., shoaled our water; hove to; sent the yawl ahead to sound. Noon, fresh breezes and fair; made sail after the boat; the N.W. extreme of the main N. 71 W.; the island sailed from S. 32 E.; sailing between a great many islands and the main; nearest island 3 or 4 miles off. Latitude observed, $21^{\circ} 30' S.$ *

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1 to 5 June.

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Saturday, 2 June, 1770.—1 p.m., moderate and cloudy; the yawl ahead p. 533. sounding. 4 p.m., made the signal for the yawl to come on board. 5 p.m., extreme of the main to the northward, making like islands, N. 13 W. 6 p.m., hoisted up the hawl. 9 p.m., came to† with the best bower, and veered to $\frac{1}{2}$ a cable. 10 p.m., found a strange motion of a tide westward. 1 a.m., slack tide. Half-past 2 a.m., the ship tended and rode ahead of her anchor; the tide had risen 2 feet. 4 a.m., began to heave up, the tide having risen 9 feet. 5 a.m., weighed and came to sail, the tide rising 11 feet; set strong W.N.W. 8 a.m., set steering-sails. 9 a.m., saw more land N.W. 10 a.m., the ground so irregular sent the yawl ahead to sound. Noon, extremes from N. 66 W. to S. 27 E.; extremes of a number of islands from N. 51 W. to east; the nearest shore 2 leagues; saw an opening in the main N. 86 W.‡ Latitude observed, $20^{\circ} 56' S.$

Sunday, 3 June, 1770.—1 p.m., moderate breezes and fine pleasant weather; p. 534. the boats ahead. 4 p.m., steering for an opening. Half-past 5 p.m., made the signal for the boats to come on board. 6 p.m., hoisted the boats up. 8 p.m., came to with the best bower and veered to $\frac{1}{2}$ a cable.§ 10 p.m., found the tide set to the northward. 2 a.m., slack water; found the tide had fallen 9 feet. 5 a.m., found the tide from the northward, and rising $3\frac{1}{2}$ feet. 6 a.m., weighed and made sail. Variation per amplitude, $6^{\circ} 57' E.$ 8 a.m., found the opening mentioned last night had low land running across it; hauled up for the islands. 10 a.m., saw another opening|| bearing N. by E.; S. extreme of the main S. 23 E., 7 leagues; the S. extreme of the opening or strait from S. 5 W. to S. 44 E.; north extreme of ditto from N. 17 W. to N. 32 W.; an island with a remarkable peak¶ N.E.; distance off the shore, 7 miles. Latitude observed, $20^{\circ} 26' S.$

Monday, 4 June, 1770.—1 p.m., moderate breezes and fine pleasant weather; p. 535. running between some islands and the main; distance from the main, 1 mile, and from the chain of islands, 2 miles; saw several albigores; saw two of the natives and a canoe with an outrigger, the longest seen on the coast. Half-past 5 p.m., the northernmost extreme of the straits in sight from N. $57^{\circ} 30' W.$ to N. 15 E., southernmost S. 32 E. to S. 24 E.; a small island N. 55 W.**; the nearest shore 5 miles. 4 a.m., ditto weather; brought to. 6 a.m., made sail. 7 a.m., extremes of the land from E. by N. to west. Noon, extremes of the land from S. 69 E. to N. 76 W.; an island†† N. 56 E.; distance off shore, 3 leagues. Latitude observed, $19^{\circ} 48' S.$

Tuesday, 5 June, 1770.—1 p.m., moderate breezes and fine pleasant p. 537. weather; carpenters preparing the pinnace; people picking oakum. 5 p.m.,

* The islands mentioned in this day's entry, form part of the Northumberland Group. See note 42, ante, p. 165.

† See note to this day's entry in Lieutenant Hicks's journal, ante, p. 182.

‡ Repulse Bay. See note 44, ante, p. 166.

§ The vessel was anchored this night at the mouth of Repulse Bay.

|| Whitsunday Passage. See notes to this day's entry in other journals.

¶ Pentecost Island, one of the Cumberland Group.

** Now known as Mollé Island.

†† Holborne Island.

- 1770 saw high land* bearing W. by N. 7 p.m., abreast of some high barren land
 5 to 10 June. 12 midnight, do. weather. 3 a.m., upon shoaling our water to 7 fathoms
 hauled from the land. 5 a.m., variation per amplitude, $5^{\circ} 27'$ E. 7 a.m.
 Hawk'sw'th, saw land tending as far as W.N.W. 8 a.m., little wind and fair weather
 vol. iii. set the steering-sails. Noon, extremes of land from S. 44° E. to N. 34° W.
 distance off shore, 4 leagues. Latitude observed, $19^{\circ} 12'$ S.
- p. 538. Wednesday, 6 June, 1770.—1 p.m., little wind and pleasant weather
 carpenters and people employed as yesterday. 6 p.m., extremes of the
 main from W. to S.E.; a hummock appearing like an island† N.W. by W.
 hauled down the steering-sails. 5 a.m., light airs; variation per am-
 plitude, $5^{\circ} 31'$ E. 7 a.m., set steering-sails. 8 a.m., little wind and fair
 weather. Noon, extremes of land from N. 49° W. to S. 28° E.; distance
 off shore, 5 miles. Latitude observed 19° S.
- p. 539. Thursday, 7 June, 1770.—1 p.m., light airs, inclinable to calm. 4 p.m.
 variation per amplitude, $5^{\circ} 26'$ E. 5.30 p.m., extremes of land from N. 30°
 W. to S. 40° E.; an island from N. 45° W. to N. 55° W.; off the nearest
 shore 4 or 5 miles. 5 a.m., variation per amplitude, 5° E. 6 a.m.
 extremes from N. 21° E. to S. 70° E. 8 a.m. punished Thos. Dunster
 marine, with twelve lashes for theft. Noon, running between a chain
 of islands‡ and the main saw some large canoes and some Indians; extremes
 of the main from S. 57° E. to N. 24° W., distance 3 or 4 leagues; extremes
 of the islands from N. 3° W. to N. 42° E., from the nearest 3 or 4 miles
 steering for an opening between the islands and the main; saw several
 smokes on the shore.
- p. 539. Friday, 8 June, 1770.—1 p.m., light airs, inclinable to calms. 2 p.m.,
 running between a chain of islands and the main saw several smokes on the
 shore, and many of the natives and canoes along shore; the first lieutenant§
 went ashore with the yawl and jollyboat; at 6 p.m. returned. 7 p.m., hoisted
 in the boats; northernmost part of the main N. 30° W. 5.30 p.m., made
 sail; distance off the nearest shore, $\frac{1}{2}$ a mile. 12 midnight, little wind and
 fair weather. 2 a.m., hauled up for the appearance of an opening between
 the islands and the main.¶ 4 a.m., saw low land across; bore away.
 6 a.m., hauled up for an opening between the islands and the main. At
 daylight saw breakers in the passage; bore away and stood round the
 island. Noon, steering between some small islands¶ and the main;
 distance off each, $\frac{3}{4}$ of a mile; saw several Indians. Extremes of land from
 S.S.E. to N.; distance from the islands, $1\frac{1}{2}$ mile. Latitude observed, 18° S.
- p. 542. Sunday, 10 June, 1770.—1 p.m., fresh breezes and clear weather. 1.30
 p.m., shortened sail and stood in for a bay; sent a mate ahead to sound.
 At 2.30 p.m. came to with the best bower in $4\frac{1}{2}$ fathoms water; the
 extremes of the bay** from S. 79° E. to S. 78° W.; a low island in the offing
 N. 30° E.; distance off the nearest shore, $2\frac{1}{2}$ miles; the captain went ashore
 in the pinnace. N.B.—This is the 10th day of the month, or the next the
 9th day.†† 12 midnight, light airs and fair weather; weighed and made sail
 out of the bay. 2 a.m., had several showers of rain. 4 a.m., moderate
 breezes and fair weather; the place sailed from S.E. 5 miles; extremes of
 land from S.E. to N. 27° W. 10 a.m., passed some low sandy islands.‡‡ Noon,
 extremes of land N. 25° W. to S. 37° E.; the nearest part of the main, N.
 66° W., 7 or 8 miles. Latitude observed, $16^{\circ} 20'$ S.

* Cape Upstart, so called by Cook "because it rises abruptly from the lowlands which surround it."

† Magnetic Island. See note 50, ante, p. 166.

‡ The Palm Islands. See note 52, ante, p. 167.

§ Lieutenant Hicks. He was accompanied by Banks and Solander.

¶ Rockingham Bay. See note 54, ante, p. 167.

¶ Called by Cook the Family Islands.

** Trinity Bay, so called by Cook because it was discovered on Trinity Sunday.

†† This note is evidently intended to call attention to the error in the order of date.

‡‡ These islands are still called the Low Islets.

Saturday, 9 June, 1770.*—1 p.m., moderate breezes and fine pleasant weather. 4 p.m., the northernmost extreme of land N. 30 W., distant 4 or 5 leagues. 6 p.m., saw fires along shore. 5 a.m., set steering-sails; the northernmost extreme of the land N.N.W. 6 a.m., variation per amplitude, $4^{\circ} 53'$ E. 9 a.m., saw a smoke on the shore. At noon, the extreme of the main from S. 15 E. to N. 32 W.; a small low island N. 3 W.; sailing between an island and the main†; distance from each, 1 mile. Latitude observed, $16^{\circ} 55'$ S. 1770
9 to 12 June.
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vol. iii.
p. 540.

Monday, 11 June, 1770.—1 p.m., moderate breezes and fair weather; sailing along shore; distance, 3 or 4 leagues. 3 p.m., saw two low sandy keys, bearing N.E. 4 or 5 leagues. 4 p.m., cloudy, and smooth water. 5 p.m., saw some rocks above water, bearing N. by W. 2 or 3 leagues. 6 p.m., shortened sail; in second reefs and hauled off shore. 8 p.m., moderate breezes and clear weather. 9 p.m., passed over a bed of rocks. 10 p.m., shoaled our water from 20 to 17 fathoms, and standing on a cable's length further the ship struck on some rocks. Clewed up all the sails and hoisted the boats out, sounded round the ship, and found she was on the edge of a bank of coral which lay to the N.W. Carried out the stream anchor with two hawsers to the southward, hove taut; got down topgallant yards and struck yards and topmast; the ship still forcing into shoaler water upon the bank and striking very hard, carried out the coasting anchor and cable to the S.W. and hove taut. All hands employed clearing ship. Hove overboard hoops, staves, empty casks, and oil-jars, as well to lighten her as to clear away for heavier articles; meantime we carried out the spare stream anchor to the S.W. and hove taut on it. Started 30 tons of water; hove some of the boatswain's and carpenter's decayed stores overboard; got the stones, iron ballast, and a great deal of firewood, and hove all overboard. At 8 a.m. found the ship had sprung a leak. Cut off the heels of the spare topmast to clear the foremost pumps; got three pumps to work, the first being choked. Carried out the best bower anchor and cable to the westward, and hove overboard the four carriage guns that were upon deck. At noon, light airs and fair weather, the ship now lying with three streaks heel to starboard. Latitude observed, $15^{\circ} 45'$ S. p. 544.

Tuesday, 12 June, 1770.—1 p.m., light airs and fair weather; employed at the pumps and clearing the ship; carried out the small bower anchor to the westward; lashed blocks on both cables and reeved hawsers and hove taut on all the five anchors. At 4 p.m., it was low water, which we could perceive by the rocks about the ship and part of the bank being dry; the rise and fall does not exceed 3 or 4 feet. At 5 p.m., the tide began to rise; hove a fresh strain, and made use of every method our present situation would afford us to heave the ship off; found the leak did not gain on the ship this four hours. At 9.30 p.m., the ship righted. At 10 p.m., hove her afloat; veered away on the stream and small bowers, and brought the best bower and coasting anchor ahead in 15 fathoms, muddy ground; found it impossible to save the small bower, so cut it away at a whole cable. 12 midnight, sent the longboat to weigh the stream anchor; purchased the anchor, but lost the cable amongst the rocks; people employed at the pumps and shifting the spare stream cable and coasting-cable from the quarter forward; the leak gained on the pumps this four hours; had 3 feet 9 inches in the hold. At 5 a.m., sent the longboat to weigh the spare stream anchor, and carried it out to the S.E. for to warp the ship to windward; hove taut the warp and hove up the best bower and coasting anchor, and got the foreyard and topmast up; the pumps gained on the leak these four hours. 9 a.m., warped ahead; some hands employed in sewing in wool and oakum in an old lower p. 547.

* This error in the order of date occurs in the original.

† This island, Cook called Fitzroy Island, and the point, Cape Grafton, in honour of Augustus Henry Fitzroy, third Duke of Grafton, First Lord of the Treasury and Premier of the Administration in power when Cook left England.

- 1770**
12 to 18
June.
Hawk'sw'th,
vol. iii.
p. 551.
- steering-sail to fother the ship. At 11 a.m., weighed and came to sail with a light air from E.S.E. ; sent the pinnace ahead to tow, and the small boat to lie on the edge of the bank. At noon, the dry bank bore north, distance $1\frac{1}{2}$ miles ; got up the main topmast and main yard.
- Wednesday, 13 June, 1770.—1 p.m., light airs and fair weather ; standing off the shoal and in for the main ; it being supposed the ship suffered most on the starboard bow, fothered her there, and presently after the leak decreased so much that we were able to keep her free with one pump with ease. 8 p.m., the ship made 15 inches water per hour. 12 midnight, moderate breezes off the land and fair weather. 3 a.m., ditto weather. 5 a.m., weighed and came to sail. 6 a.m., sent the pinnace ahead to sound. 8 a.m., passed two low small islands,* distance off the main, 4 leagues ; got up topgallant yards. Noon, the extremes of the main from S. 16 E. to N. 14 W., the two islands from S. 35 E. to S. 47 W. ; some land making like islands N. $8^{\circ} 30'$ W. ; distance off shore, 2 or 3 leagues. Latitude observed, $15^{\circ} 37'$ S.
- p. 552.
- Thursday, 14 June, 1770.—1 p.m., moderate breezes and fair weather ; the pinnace ahead sounding. 2 p.m., saw an opening that had the appearance of a harbour bearing W.S.W. 4 or 5 miles ; stood off and on with the ship whilst the master and a mate went to sound it in the pinace and yawl ; came to with the spare anchor, which is now used as a small bower, the other being lost ; extremes of land from N. to S.S.E., the opening S.W. by W., distance 3 or 4 miles ; the boats sounding, but inconvenient for the ship ; the pinnace with the mate run along shore, and at 8 p.m. returned and reported a very good harbour to the N.W. 2 or 3 leagues. 4 a.m., fresh breezes and fair weather. 5 a.m., weighed and came to ; sent the pinnace and yawl ahead sounding. 9 a.m., came to with the best bower in 4 fathoms, and veered to $\frac{1}{2}$ of a cable, the extremes of the land from N. 20 E. to S. 28 E. ; distance off shore, 7 miles ; ye mouth of the harbour S. 63 W. $1\frac{1}{2}$ mile, a shoal N. 49 E. 2 miles. 11 a.m., the captain and master went with the pinnace and yawl to lay buoys in the channel ; carpenters employed repairing the damaged pump ; a fresh trade and fair weather. Latitude observed, $15^{\circ} 26'$ S.
- p. 554
- Friday, 15 June, 1770.—A fresh trade and cloudy weather ; in the night some showers of rain. P.M., got down topgallant yards ; unbent the main-sail and some of the small sails. At 8 p.m. veered to $\frac{1}{2}$ of a cable. A.M., got in the jibboom and spritsail yard ; condemned the foretopgallant sail, and converted part of it for parcelling for the pumps ; condemned the bowlines for woodings for the pump ; some hands employed splicing the hawsers that cut amongst the rocks the 11th and 12th instant ; saw a smoke on shore.
- p. 555.
- Saturday, 16 June, 1770.—Fresh gales and cloudy, with passing showers of rain. At 6 a.m. the weather was a little more moderate ; hove ahead, but the gale increasing, veered away as before.
- p. 555.
- Sunday, 17 June, 1770.—First part and middle, ditto weather ; latter, fresh breezes and fair. At 7 a.m. weighed and came to sail. At 8 a.m. she struck on the bar. At 9 a.m. she backed off ; soon after, coming too near the weather shore, she grounded ; carried out the stream anchor and hove taut, and turned all hands to to get the booms and spars overboard for a raft, at the same time got the foreyard, fore-topmast, and topsail yard down, and got them on the raft ; low water at 11 o'clock.
- p. 556.
- Monday, 18 June, 1770.—First and middle part, fresh breezes with rain ; latter, ditto breezes and fair. At 2 p.m., got the ship off, and warped alongside a steep beach on the north† side of the river, having two hawsers

* Cook named these two low small islands, Hope Islands. See note 63, ante, p. 168.

† This is an error. The vessel was careened on the south side of the stream. The same error appears in the "Official Log," ante, p. 137, as well as in some of the other officers' journals.

fast to the trees, the best bower on the starboard bow in the stream, and stream anchor run out on the starboard quarter; got all the anchors, and cables, and hawsers on shore. A.M., made a stage from the ship to the shore. Landed all the empty casks and all the dry provisions; set up two tents on shore, one for provisions and the other for the sick; landed the carpenter's stores; sent a boat to haul the seine; they returned at noon without success; low water at noon.

1770

18 to 25
June.Hawk'sw'th,
vol. iii.

Tuesday, 19 June, 1770.—Fresh breezes with frequent showers of heavy rain. P.M., landing provisions and stores; sent all the sails that are unbent on shore. A.M., got the four guns out of the main hold and mounted them on the quarter-deck; got a spare anchor and anchor-stock on shore, and the remaining part of the stone ballast.

p. 557.

Wednesday, 20 June, 1770.—Ditto weather. P.M., got most of the ground-tier butts out, many of which were quite rotten and would not bear rolling on shore; got most of the boatswain's and carpenter's stores on shore. A.M., got the spare anchor out of the hold on shore, and spare windlass and the remainder of the ground tier of butts, and sundry other spare stores on shore, and the gunner's stores and powder.

p. 558.

Thursday, 21 June, 1770.—Moderate breezes and fair weather; employed clearing the ship; made all ready to lay the ship on shore; in trimming the coals aft we heard the leak making its way by the flow-heads [*sic.*]* 2 feet abaft the foremast. A.M., getting the coals on shore; the surgeon went up the river to get beans for the sick; boiled wheat for the ship company's breakfast.

p. 558.

Friday, 22 June, 1770.—Fresh breezes and fair weather; employed getting the coals ashore. At 4 p.m., cast loose and warped up the river a cable length, where the ship is to lay ashore for stopping the leaks. At 8 p.m. it was high water; hove her close on shore, her draught of water forward 7 feet 9 inches, aft 11 feet 6 inches, her bow being close up to the mangroves and her stern in 3½ fathoms water. At 2 a.m., the tide left the ship dry forward; examined the leak, and found four planks cut through by the rocks, and a piece of rock sticking in her bottom, and several other streaks much damaged, and found a great deal of sheathing off the larboard bow. At 10 a.m. the carpenters began to work, it being two hours ebb; some hands employed on shore making a well and clearing a watering-place; unbent the main topsail to mend; sent the longboat to take up the stream anchor, the ship being fast by a messenger to the shore, and a 6-inch hawser to the spare stream anchor for a sternfast.

p. 559.

Saturday, 23 June, 1770.—Fresh breezes and fair weather; the carpenters employed shifting the damaged planks; the seamen scraping the ship's bottom. A.M., carried out the stream anchor astern in readiness to heave the ship off by. Carpenters sheathing the new plank; cleaned ship between decks; sent a boat to haul the seine; at noon they returned, but with little success; sailmakers repairing the main topsail; cut one reef off.

p. 559.

Sunday, 24 June, 1770.—Strong breezes and fair weather. P.M., the carpenters finished the starboard side; people employed trimming everything over ready to heel the ship the other way; sent the boat to haul the seine. At 6 p.m., she returned with fish. At 9 p.m., hauled the ship a little off, and heeled her to starboard; the carpenters sheathing the larboard bow.

p. 560.

Monday, 25 June, 1770.—Do. weather; sent a boat over the water to get beans and purslane for the sick. A.M., some hands on shore to fill water.

p. 561.

* Evidently a transcriber's error. The "Official Log," ante, p. 138, gives "flooring ends." Wilkinson, post, p. 247, says the leak was heard "just under the starboard bow, abreast of the foremast."

- 1770 Tuesday, 26 June, 1770.—Do. weather ; the carpenters finished their
 26 June to work on the larboard bow ; some hands ashore filling water. A.M., got
 5 July. some empty casks under the ship's bottom to float her off.
- Hawk'sw'th, Wednesday, 27 June, 1770.—Fresh breezes and fair weather ; employed
 vol. iii. watering ; got 9* tons of casks under the ship's bottom, ready for high
 p. 563. water ; carpenters caulking. At 4 p.m., carried out the other stream anchor
 astern ; high water, 11.45 ; hove a great strain upon both anchors, but the
 tide did not rise near so high as last night. At daylight, got a quantity of
 heavy articles from aft to forward to ease the ship ; a party of men filling
 water, others overhauling the rigging ; some landing the casks from under
 the ship, having lost hopes of getting the ship off these tides ; making a
 spare anchor.
- p. 563. Thursday, 28 June, 1770.—Do. weather ; employed on the rigging and
 filling water ; coopers repairing casks.
- p. 564. Friday, 29 June, 1770.—Do. weather ; employed as before. P.M., the
 captain went on shore to attend an observation of the satellites of Jupiter ;
 sent the boat to haul the seine ; caught 154 lb. of fish.
- p. 564. Saturday, 30 June, 1770.—First and latter parts, fresh breezes and
 cloudy ; middle part, light airs and some rain ; employed as before. P.M.,
 the fishing-boat brought 214 lb. of fish. A.M., sent the boat a fishing ;
 carpenters cutting firewood.
- p. 565. Sunday, 1 July, 1770.—First and middle parts, fresh breezes and fair ;
 latter part, light airs and cloudy. P.M., employed as before ; had much
 the same success in fishing. A.M., a man from each mess fishing ; the rest
 of the ship's company on shore refreshing themselves.
- p. 565. Monday, 2 July, 1770.—Do. weather. A.M., the master, in the pinnace,
 went to the eastward to seek for a passage between the reefs ; seamen
 about the rigging ; carpenters and coopers as before.
- p. 566. Tuesday, 3 July, 1770.—Fresh breezes and fair weather ; the carpenters
 repairing the longboat ; lashed cask under the ship's bottom, in order to get
 her off if possible next high water. At 6 p.m., hove a strain, but to no
 purpose. A.M., sent the boat a fishing as usual. A.M., a party of men
 having been out all night in quest of some beasts that we had seen frequently
 returned without success. At noon, the master returned, having found a
 passage, and brought on board a quantity of large cockles and other shell-
 fish, with which the reefs abound ; served them out to the ship's company ;
 the boat fishing with much the same success.
- p. 566 Wednesday, 4 July, 1770.—Strong gales and fair weather. P.M., em-
 ployed as before. At 7 p.m., hove the ship afloat and landed the spars
 and empty casks that were under her bottom. A.M., trimming the ship to
 bring her upon an even keel ; got up the foretopmast and got the fore and
 foretopsail yards across ; shifted the provisions and stores from aft to
 forward.
- p. 567. Thursday, 5 July, 1770.—Fresh breezes and fair ; examined the bank on
 the south side of the river, and shifted the stream anchor in order to heave
 her on at high water ; in the meantime shifted everything to bring her
 upon an even keel. At 8.30 p.m., hove on the bank, in order to examine
 the larboard side under the main chains, where we knew the sheathing-
 board to be beat off by the rocks ; attended at low water, but the tide did
 not fall above 5 feet. At daylight, got a purchase from the best bower in
 readiness to heave the ship off.

* An error ; should be 19. See entries in other logs. Hawkesworth (vol. iii, p. 563) says they "lashed no less than eight-and-thirty casks under the ship's bottom."

Friday, 6 July, 1770.—Do. weather. At 2 p.m., low water ; had 4 feet water under the ship ; one of the carpenters examined her and found three streaks of the sheathing, about 7 or 8 feet long, gone ; found also the main plank a little rubbed, but it is impossible to do anything to it, being so low under water. This report agrees with the master's and others who have been under the ship. Bent the coasting-cable to a bower anchor ashore at the tents to assist in heaving off ; at high water hove off the bank and warped alongside the bank, where we cleared ship. A.M., got a stage from the ship to the shore ; got on board 8 tons of water for the ground tier ; got the provisions out of the main hold into the aft hold ; some hands about the rigging. 1770
6 to 17 July.
Hawk'sw'th,
vol. iii.
p. 567.

Saturday, 7 July, 1770.—Moderate breezes and fair weather ; employed in the after hold. A.M., got the coals on board, cleared the spirit-room to receive them, and stowed the spirits in the after hold ; got the spare anchor and sundry other spare articles on board ; stowed the iron ballast at the larboard side of the pump-well. p. 563.

Sunday, 8 July, 1770.—P.M., light breezes and fair weather ; getting on board stores. A.M., fresh breezes and fair ; the master went out to examine the seaward passage ; sent a boat fishing ; cleared the ship fore and aft. p. 568.

Monday, 9 July, 1770.—Moderate breezes and fair. P.M., the master returned, having been 7 leagues out sounding without being able to bring in a satisfactory account of the passage ; in coming over the nearest reef he met with a number of turtle ; struck three, weighed 9 cwt., and brought them on board ; employed getting in the ground tier ; the seine has less success than usual ; two boats went to the reef in quest of turtle ; served them to all hands. p. 569.

Tuesday, 10 July, 1770.—Do. weather ; employed in the hold and on the rigging. P.M., one boat returned from the reef without success. A.M., sent a boat to the reefs. p. 572.

Wednesday, 11 July, 1770.—Do. weather ; employed as before. P.M., both boats returned with only one turtle and a load of cockles ; served cockles to the ship's company. p. 572.

Thursday, 12 July, 1770.—Ditto weather ; employed stowing the hold and on the rigging ; a quantity of bread being spoiled by dampness, some hands on shore drying it ; the yawl brought on board one turtle and one skate. p. 575.

Friday, 13 July, 1770.—Ditto weather ; got a quantity of stone ballast into the bread-room ; got on board all the provisions. p. 575.

Saturday, 14 July, 1770.—Light breezes and fair weather ; employed on the rigging and in stowing the hold. This day an animal was shot that weighed 28 lb.* p. 577.

Sunday, 15 July, 1770.—Light breezes and fair. P.M., employed as before. A.M., another boat was sent out to the reef ; sent a boat to haul the seine ; cleaned ship fore and aft ; the remainder part of the day a holiday. p. 577.

Monday, 16 July, 1770.—First and latter parts, moderate and clear ; middle part, close fog. P.M., the yawl returned with four turtles and one stingray, and set out immediately for the reef again. A.M., got on board some of the spars ; got the spare topsail yards between decks and a spare cable in ye hold ; served fish to the ship's company. p. 578.

Tuesday, 17 July, 1770.—P.M., moderate and fair ; got the best bower cable on board and all the firewood ; the pinnace brought three turtles ; fresh breezes and cloudy ; employed setting up the rigging and getting on board the warrant officers' stores. p. 579.

* A kangaroo. See note 90, ante, p. 174.

- 1770** Wednesday, 18 July, 1770.—Fresh breezes and fair weather. P.M., the master went in the pinnace to the northward to look for a passage; hove the ship into the stream a little more to prevent her taking the ground; got the sails on board and bent them. A.M., struck the tents, got them and the armourer's forge on board; got up topgallant yards; got on board a turn of water for present use; some Indians about the ship.
- 18 to 28 July. *Hawk'sw' th,*
vol. iii.
p. 579.
- p. 580. Thursday, 19 July, 1770.—Ditto weather. P.M., getting everything from the shore. A.M., scraped and greased the top and topgallant masts: several Indians about the ship and on board. At 9 a.m., they went on shore and fired all the country round us. Mr. Banks's marquee was with much difficulty saved from the flames by being very hastily pulled down; they still continued to increase the fire, notwithstanding our signs to the contrary; the captain wounded one of them with small shot, which effectually dispersed them; in about two hours after they returned without their arms, seemingly very good friends.
- p. 580. Friday, 20 July, 1770.—Ditto weather. P.M., berthing the ship. On the river at midnight, but the master returned and reported that there was no passage to the northward. A.M., the captain and master went out to the bar to sound and place the buoys.
- p. 584. Saturday, 21 July, 1770.—Fresh breezes and cloudy. P.M., sent the pinnace to haul the seine; in the evening the pinnace and yawl returned, the pinnace with fish enough for all hands, and the yawl with one turtle, which they caught in the net. A.M., the wind blew too hard for the boat to go out to the reef, neither could we move the ship from her moorings; sent the boatswain on shore with some materials to make rope; filled the empty water-casks, and some hands employed making brooms.
- p. 584. Sunday, 22 July, 1770.—Fresh breezes and fair weather for the most part. P.M., had light winds and some rain; the (boatswain) making rope; in the evening he brought on board 100 fathoms of 3-inch; the pinnace hauled the seine with pretty good success. A.M., sent a party of men for greens; high water at 9 o'clock; served turtle to ship's company; the yawl went out to ye reef.
- p. 584. Monday, 23 July, 1770.—Strong breezes and fair; making rope; the pinnace hauling the seine with little success.
- p. 584. Tuesday, 24 July, 1770.—Ditto weather; employed as before. A.M., struck the topgallant mast to fix new backstays.
- p. 585. Wednesday, 25 July, 1770.—Ditto weather; this day the boatswain made two grapline ropes for the pinnace and longboat. P.M., hauled the seine and caught fish enough for the sick. A.M., the yawl returned from the reef without success, as it has blown too fresh; boiled cabbage in ye pease.
- p. 586. Thursday, 26 July, 1770.—Ditto weather; people employed working up junk for more rope; sent a party of men for greens and cabbage; served turtle to the ship's company, and hauled the seine as usual.
- p. 586. Friday, 27 July, 1770.—Fresh gales and cloudy; filled the empty casks; people employed cutting wood, and making brooms, and hauling ye seine. A.M., killed a beast of 80 lb. weight.*
- p. 586. Saturday, 28 July, 1770.—Most part ditto weather; employed cutting wood, hauling the seine, and picking oakum; served turtle on meat-days in lieu of beef and pork to the ship's company.

* A kangaroo. See note 99, ante, p. 174.

Sunday, 29 July, 1770.*—First part, strong breezes and fair weather ; middle and latter, cloudy with some rain ; the pinnace caught 25 lb. of fish, which was served to the sick. At 3 a.m., the master went out to the bar, but found it impossible to get the ship out ; people employed scraping the decks, the carpenters having finished caulking.

1770

29 July to
5 Aug.

Hawk'sw'th,
vol. iii.

Monday, 30 July, 1770.—Strong breezes and squally with rain ; attended the tide upon the bar, but found it impossible to get out ; caught 125 lb. of fish with the seine.

p. 587.

Tuesday, 31 July, 1770.—Ditto weather. A.M., attended the bar as usual, but to no purpose ; we have been waiting here since the 20th ultimo for a wind or a calm, to sail or warp out, neither of which circumstances has happened the proper time of tide. At 7 a.m., the ship being moored too near the shore, weighed and warped further out into the stream ; loosened sails to dry ; the carpenters repairing the yawl and examining the starboard pumps ; the yawl returned with 265 lb. of stingray ; they have had very bad weather without.

p. 587.

Wednesday, 1 August, 1770.—Ditto weather ; employed hauling the seine and picking oakum.

p. 587.

Thursday, 2 August, 1770.—First and middle part, ditto weather ; latter, moderate and fair. At 7 a.m., weighed and attempted to warp out, but the ship taling on the bank on the north side, a fresh breeze coming in, and the ebb tide making, hove her off, and hove to the south'side, and came to with the best bower 3½ fathoms water, and veered to ½ a cable ; carried the top chains on shore to make fast to the rocks, and the messenger to make fast to the chain ; moored ship as before.

p. 587.

Friday, 3 August, 1770.—P.M., moderate and fair weather ; sent the yawl to haul the seine ; the captain and master went out to the bar. At 4 p.m., carried the coasting-anchor without the bar ready for the first opportunity to warp out by. At 6 p.m., the fishing-boat returned with little success. At 3 a.m., laid a warp over the bar. At 5 a.m., weighed and warped ahead. At 6 a.m., was over the bar ; run a warp to the coasting-anchor. At 8 a.m., weighed the coasting-anchor, and stood into the offing, having a light land breeze. At 10 a.m., had a moderate sea-breeze ; stood close on a wind, steering E.N.E., soundings from 3½ to 15 fathoms ; the pinnace sounding ahead ; sent the yawl to the turtle reef. At noon came to with the best bower in 15 fathoms water, good ground ; the harbour sailed from W.N.W.† 4½ leagues ; the turtle shoal east 1 mile.

p. 588.

Saturday, 4 August, 1770.—Ditto weather ; sent the boats to the reef for turtle and cockles ; in the evening they returned with one large turtle, a large stingray, and a quantity of cockles ; employed on board cleaning and clearing ship fore and aft and stowing the small anchor. A.M., sent two boats on the reef, but it blew fresh ; they soon returned with only one turtle. At 9 a.m., high-water. At 10 a.m., hoisted the longboat and yawl up ; half-past, began to heave up, but the ship drove long before we came near the anchor ; veered away again as before ; caught a number of sharks. Latitude observed, 15° 24' S.

p. 588.

Sunday, 5 August, 1770.—Fresh breezes and cloudy. At 2 p.m., weighed and came to sail, steering out N.E. by E., 8 miles ; passing by the lee end of the turtle reef had 14½ and 14½ fathoms water ; distance off, 1½ miles ; the

p. 589.

* The log is here very confused. A comparison with those of Cook and his other officers will show that Forwood had omitted the entry for the 29th July, the events put down under that date belonging to the following day—the 30th July. The log continues one day behind until the 6th August, when the events which should have been chronicled under date the 7th August are divided between the 6th and 7th. The entries for the 8th and subsequent days are correct.

† An error ; should be W.S.W.

- 1770
5 to 11 Aug.
Hawk'sw'th,
vol. iii.
- pinnace ahead sounding. At half-past 4 p.m. the pinnace made the signal for shoal water, at the same time saw a small sandy island on a shoal bearing N.E. by N. 3 or 4 miles; saw breakers ahead and on the weather bow; tacked ship, stood off and on, making short trips, the pinnace sounding on the shoal nearest us. At half-past 5 p.m. the pinnace came on board, and reported that there was not above 6 feet of water on some parts of the shoal; came to with the best bower in 20 fathoms water, brown clay; veered to a whole cable; served hooks and lines to the ship's company.
- p. 592. Monday, 6 August, 1770.—First and latter, strong gales and squally; middle part, more moderate; got down topgallant yards; kept a lookout from the masthead for a passage between the shoals. At 4 p.m., low water, could see no opening, which makes us at a loss how to proceed. At 11 p.m., veered to a cable and a $\frac{1}{2}$. Latitude observed, $15^{\circ} 16' S$.
- p. 593. Tuesday, 7 August, 1770.—Strong gales and squally; the ship still driving let go the small bower, veered away and brought it to bear with $\frac{3}{4}$ of a cable; got the sheet and coasting anchors over the side, got down topgallant mast and struck yards and topmast. At noon, no observation; the north extreme of the main seen from the harbour S. $55^{\circ} W.$,* distance $4\frac{1}{2}$ leagues.
- p. 594. Wednesday, 8 August, 1770.—Strong gales and cloudy with a head sea, the ship rides a great strain. A.M., more moderate; people making sennit. Latitude observed, $15^{\circ} 10' S$.
- p. 594. Thursday, 9 August, 1770.—Ditto weather; got up the topmast. A.M., hove ahead on both cables and freshened hawser.
- p. 594. Friday, 10 August, 1770.—1 p.m., fresh breezes and cloudy; employed picking oakum and making sennit. 3 p.m., more moderate; hove up the small bower anchor. 5 p.m., hove into the long service of the best bower. 6 p.m., strong gales and cloudy. 9 p.m., fresh breezes and hazy. 1 a.m., more moderate; got up the lower yards. At 5 a.m., hove in to the short service. At 7 a.m., weighed and came to sail in shore; soundings very regular from 19 to $12\frac{1}{2}$ fathoms. At 8 a.m., bore away for some small islands to the northward where the master had been sounding. At 9 a.m., passed the three small islands,† distance about $\frac{1}{4}$ of a mile; the north head seen from the harbour S. by W., 4 leagues; saw more islands to the northward; shaped a course between the islands and the main. At 10.30 a.m., passed some small islands; depth of water, 17 fathoms. At noon, unbent the sheet and coasting cables, got the sheet-anchor on the gunwale; the north extreme of the main N. $77^{\circ} W.$, distance 7 miles; extremes of the islands,‡ three high and three small and low, from S. $56^{\circ} E.$ to N. $23^{\circ} E.$; nearest 7 or 8 miles; 14 fathoms water. Latitude observed, $14^{\circ} 51' S$.
- p. 594. Saturday, 11 August, 1770.—1 p.m., fresh breezes and cloudy weather; saw some low land and breakers to N.W.; 2 p.m., hauled inshore, the weather not permitting us to run further to leeward with safety, being very thick and cloudy. Half-past 3 p.m., anchored in $\frac{1}{4}$ less [than] 5 fathoms with the best bower, and veered to $\frac{1}{2}$ a cable; the N. extreme set at noon S. $37^{\circ} E.$, 1 mile; the northernmost and largest of the six islands N. $43^{\circ} E.$, 3 or 4 leagues; unbent the foretopsail to mend, and got up topgallant mast; the captain and gentlemen went on shore in the pinnace to endeavour to see if there was a passage between the islands from the hill.§ At 6 p.m., they returned, imagining they saw one; saw a smoke on shore. 4 a.m., the mate went on shore in the pinnace to look for a passage from the hill. 7 a.m., the captain and Mr. Banks, in the pinnace, took three days' provisions with them and went to look for a passage||; the yawl went to seek for turtle. 10 a.m., served out the last turtle but one. Noon, people employed picking oakum.

* Cape Bedford, named by Cook in honour of Lord John Russell, fourth Duke of Bedford.

† These are still known as the Three Islands.

‡ See note 67, p. 169.

§ Point Lookout.

|| See note to this day's entry in Hicks's journal, ante, p. 189.

Sunday, 12 August, 1770.—Fresh breezes and fair; cleaned ship fore and aft; picking oakum. At noon, the master returned, having found from 5 to 7 fathoms water. 1770
12 to 16 Aug.

Monday, 13 August, 1770.—Ditto weather. At 7 p.m., the captain returned, having seen the large outer reef to the eastward from the top of a high hill; sent the pinnace, with a mate, to examine the passage he had seen through the reefs, but the boat returned without effecting it. At 6 a.m., weighed and made sail to the eastward; made several boards while the pinnace was sounding; had from 13 to 9 fathoms. At 11 a.m., passed to the northward of two reefs; distance off a small sandy island on one of them, $1\frac{1}{2}$ mile. At noon, the northernmost of the six islands S.E. 1 mile; place sailed from S. 43 W. 5 leagues, 14 fathoms water; took the pinnace in tow. Hawk'sw'th, vol. iii. p. 597.

Tuesday, 14 August, 1770.—1 p.m., fresh trades and fair; standing out for the reef. 2 p.m., tacked; the master went away with the pinnace to sound the opening through the reef.* At 2.30 p.m., he made the signal for deep water. At 3 p.m., he returned; reported 23 fathoms close to the southernmost side of the reef. At 3.30 p.m., the point of the opening in one with a high island passed at noon S. 39 W. 3 or 4 leagues; distance from the reef, 2 miles. At 4.30 p.m., brought to; hoisted in the pinnace and secured the anchors. At 5.30 p.m., made sail again. At 6 p.m., the island passed at noon S.W. by S.; shortened sail and wore ship. 11 p.m., wore ship. 2 a.m., wore ship. 4 a.m., wore ship. 6 a.m., out all reefs and bore away; the island S. $\frac{3}{4}$ W. 9 leagues. 8 a.m. got up foregallant yards. 10 a.m., set steering-sails. Latitude observed, $13^{\circ} 45' S$. p. 600.

Wednesday, 15 August, 1770.—1 p.m., fresh trade and fine pleasant weather. 6 p.m., no ground at 100 fathoms; shortened sail and brought to. 2 a.m., wore ship. 6 a.m., out all reefs and made sail. 8 a.m., set steering-sails. 9 a.m., hauled the hawsers upon deck and cleaned below. Latitude observed, $13^{\circ} 31' 30'' S$. p. 603.

Thursday, 16 August, 1770.—1 p.m., moderate breezes and fair; saw moderately high land W.S.W.† 2 p.m., saw more land make in islands. 3 p.m., saw a reef of rocks between us and the shore. At 4 p.m., no ground with 140 fathoms of line. 6 p.m., found the reef extending north and south as far as we could discern; hauled off; made all sail, and kept a good look out to leeward, being doubtful of our being able to weather the rocks. 1 a.m., tacked. At 4 a.m., heard and saw the breakers upon the lee bow, close to leeward; down the yawl and sent her ahead to tow off, the meantime employed getting the longboat out. The ship all this time was nearing the rocks fast, by means of a flood tide and ye south-east swell. The pinnace having suffered much on this coast was now in repair; however, the carpenters fastened an upper streak on her, and she with all the boats ahead towing by 5.45 a.m., by which time the ship was within 40 yards of the breakers, and no ground with 120 fathoms of line. Notwithstanding the ship might be said to be within the swell of the surf, yet by the help of the boats and a light air she run off half a cable's length from that impending danger. Soon after, seeing an opening in the reef, sent a mate to examine it; a signal being made by him for anchorage, and no hopes of clearing the reef, steered, or rather towed, for the opening, but meeting there with a strong ebb tide, and the mate returning without a satisfactory account, towed, and so with the help of the ebb cleared another point of the reef further to the northward; same time saw a point of the reef N.E. by N. At noon, calm and clear; low water; the reef distant 1 mile, and small hopes of clearing it. p. 603.

* This opening is still known as "Cook's Opening." It lies in lat. $14^{\circ} 32' S$.

† The high land near Cape Sidmouth.

- 1770
17 to 20 Aug.
Hawk'sw'th,
vol. iii.
p. 604.
- Friday, 17 August, 1770.—Calm and light airs, with clear weather. An opening* being discovered in the bend of the reef, Lieutenant Hicks went to examine it, and at 2 p.m. returned with a favourable account. Nothing but danger appearing on all sides, it was resolved to attempt this passage, to secure the ship till there was wind and opportunities to govern her: accordingly towed, with the assistance of the sweeps out of the gun-room ports, which have been working since 6 o'clock, short round, and stood W. by S. 2 miles to the mouth of the opening, and S.W. by W. $\frac{1}{2}$ W. 2 miles through the opening, having a rapid tide of flood setting us in; soundings, from 19 to 30 fathoms; foul ground. 3.30 p.m., had a steady light breeze at E. (All this time the boats ahead, two towing and two soundings.) 4.30 p.m., came to in 19 fathoms water with the best bower; coral rock and shells; veered to one-third of a cable; opening N.E. by E. $2\frac{1}{2}$ miles; found the flood setting strong E.N.E. A.M., the carpenters employed on the pinnace; sent the rest of the boats to the reef for cockles or (if possible) turtle.
- p. 608.
- Saturday, 18 August, 1770.—Moderate breezes and fine pleasant weather. At 1 p.m., low water; looked well out for shoals. At 4 p.m., the boats returned with 207 lb. of shell-fish; people variously employed. 5 a.m., began to heave up. 6 a.m., weighed and came to sail; the yawl ahead. 7 a.m., an opening in the land S 44 W. $5\frac{1}{2}$ leagues.† 9 a.m., saw an island and two rocks N.W. by N. 11 a.m., moderate breezes and smooth water; outer island ahead N.W. 3 or 4 leagues; a sandy island in a small reef E.S.E. $\frac{1}{2}$ E.; outer or northernmost land of the main N. 78 W. 5 or 6 leagues; saw a reef inshore S.W.; the yawl ahead. Latitude observed, $12^{\circ} 28' S$.
- p. 608.
- Sunday, 19 August, 1770.—1 p.m., light breezes and fair; a boat ahead sounding; saw a sandy island on a shoal extending 2 or 3 miles each way; 2.30 p.m., stood up to weather the shoal; hauled into deep water and then bore away; hauled round the shoal. 5 p.m., passed a shoal E. of us $\frac{2}{3}$ of a mile; several appearances of shoals about us; half-past, came to with the best bower, loose coral; the island‡ (N.W. at noon) W. by S., 2 or 3 miles; tide sets west, almost high water. 12 midnight, fresh breezes and cloudy. 5.30 a.m., weighed and came to sail; sent the yawl ahead; soon after (as per yawl's signal) hauled up east of a shoal. 7.30 a.m., seeing a large flat shoal of considerable extent eastward, sent the pinnace ahead while the yawl made the best of her way between the main and the shoal, then followed with the ship. 11.30 a.m., hauled round the N.E. part of the shoal to weather a small island ahead, which we accomplished by noon, when the boats, having lost their station, and we being encompassed with islands and shoals, lay to for them. The island mentioned yesterday at noon S. 55 E. 8 leagues; nearest island S.S.E. 2 miles; a low point,§ the north extreme of the main, N.W. 4 miles. Latitude observed, $12^{\circ} 00' S$.
- p. 609.
- Monday, 20 August, 1770.—1 p.m., moderate breezes and hazy; half-past, made sail, the yawl on board, the pinnace in her station. 3 p.m., following the boat between a shoal and the main; passed three small islands. 6 p.m., saw some low islands.|| Distance W.N.W. 2 leagues. 7 p.m., anchored in 16 fathoms; low islands S.S.E. $1\frac{1}{2}$ miles; made the signal for the boat. 10 p.m., tide set 1 knot per hour N.W. 12 midnight, slack water, moderate breezes and fair. 6 a.m., weighed and came to sail, the pinnace ahead. 8 a.m., hauled up to clear a lee shoal. 9 a.m., shoals from west to N.E.; there seemed a passage to leeward; sent the pinnace to sound it, and the

* Providential Channel.

† Apparently the inlet now known as Lloyd Bay.

‡ One of the group called by Cook, Forbes's Islands.

§ Called by Cook, Cape Grenville, after George Grenville, First Lord of the Treasury, Chancellor of the Exchequer and Prime Minister of England, 1763-65.

|| Bird Isles, so called by Cook on account of the number of birds on them.

yawl to lay on the point of the shoal. 9.30 a.m., bore away for the passage to leeward. 10.30 a.m., lay to for the yawl, and made sail at 11 a.m., a small island one with the northernmost part of the main N. 48 W., the island 7 or 8 miles. Latitude observed, 11° 22' S.

1770
20 to 22 Aug.
Hawk'sw'th,
vol. III.
p. 611.

Tuesday, 21 August, 1770.—Moderate breezes and clear; the pinnace ahead sounding; at half-past noon brought to; 1 p.m., made sail, passed several sandy flats. 6 p.m., high land seen from the masthead N.W. by N 7 p.m., brought to with the best bower. 6 a.m., weighed and came to sail, the yawl ahead sounding. 7 a.m., brought to, made the boats signal. Variation per amplitude, 3° 5' E.; per azimuth, 3° 8' E. 8 a.m., bore away, the boat ahead. 10 a.m., brought to, and sent the longboat to sound between an island and the main. 11.30 a.m., made sail, steering between some islands and the main; extremes of the islands N. 30 E. to E., the nearest 2 or 3 miles off; saw the land high* and making in islands, some of which are very distant. Issued fresh orders for the boats and hove up, and bore up for an opening. Latitude observed, 10° 36' S.

Wednesday, 22 August, 1770.—1 p.m., moderate and clear weather; saw a number of smokes along shore; lay to for the yawl; the pinnace and the longboat sounding. At 2 p.m. made sail and steered for the passage† between some islands and the main. At 3 p.m. fired a gun, and made the signal for the boats to sound the other passage north of the above. At 3.45 p.m. was in it, distance from each shore $\frac{1}{2}$ of a mile; saw several Indians, who followed us shouting. At 4 p.m. fired again, and made the boats signal; came to in 6 $\frac{1}{2}$ fathoms water, good ground, with $\frac{1}{2}$ a cable on the best bower; extremes of the land on the E. side N. 56 E., an island to S.W.; the main on the west side from N. 8 E. to S. 73 W., the east shore 1 mile off. 4.15 p.m., slack tide; the captain, &c., in the pinnace and yawl, and marines, armed, went on shore to examine the country and view the coast from one of the hills; saw several turtles; when we came to it was high water; found the tide of ebb set 3 knots 2 fathoms per hour S.W. 6 p.m., the captain took possession‡ of the country in his Majesty's name, &c.; this was announced from the shore, volleys fired, and colours flying, from on board with ditto, concluding with three cheers. 10 a.m., slack water, weighed and came to sail, pinnace ahead. Noon, moderate breezes and pleasant weather; the north extreme of the main N. 40 W., the western extreme of the straits on the north side N. 65 West, 2 or 3 miles off shore. Latitude observed, 10° 45' S.

p. 612.

* See note 74, ante, p. 169.

† Endeavour Strait.

‡ See remarks on taking possession, note 75, ante, p. 169.

1770

A JOURNAL OF THE PROCEEDINGS
OF
HIS MAJESTY'S BARK ENDEAVOUR
(LIEUTENANT JAMES COOK, COMMANDER).

BY

RICHARD PICKERSGILL.*

[Extract.]

- 13 to 19 April. 13 April, 1770.—Little winds and ditto weather ; variation, $12^{\circ} 30'$ E. Latitude observed, $39^{\circ} 23'$ S.
- Hawk'sw'th, vol. iii. p. 482. 14 April, 1770.—Ditto weather with calms and light airs ; variation, $11^{\circ} 45'$ E. ; condemned the spritsail topsail and a ship's tent to repair ye sails, &c.
- p. 482. 15 April, 1770.—Moderate breezes and fair weather ; saw some flying-fish. Latitude observed, $39^{\circ} 30'$ S. ; had some observations giving the longitude $207^{\circ} 35'$ W.
- p. 482. 16 April, 1770.—Fresh breezes and cloudy weather ; in the night lightning to ye N.E. ; sounded every two hours ; no ground at 13 fathoms.† Latitude in, $39^{\circ} 45'$ S.
- p. 482. 17 April, 1770.—Fresh gales and squally, with dark cloudy, rainy weather, with thunder and lightning. P.M., close-reefed ye topsails. A.M., made sail out reefs ; a great westerly swell. Latitude, $39^{\circ} 36'$ S. ; longitude, 208° W.
- p. 482. 18 April, 1770.—Strong gales and ditto weather. P.M., handed main and close-reefed ye foretopsails ; got down topgallant yards ; S.S.W. swell in the night ; carried away the collar of ye main topmast staysail stay ; repaired it ; saw a Cape hen, Pintado birds, and albatrosses. At noon set ye topsail.
- p. 483. 19 April, 1770.—Ditto weather ; a number of porpoises about ye ship at sunset ; handed the topsails. A.M., set ye topsails ; saw land making high bearing from W. by S. to N.E. by N., distance 7 or 8 leagues ; out all reefs ; made sail standing in for the land ; sounded 80 fathoms ; variation, $8^{\circ} 7'$ E.

* Pickersgill was master's mate until April, 1771, when, on the death of the master—Robert Molineux—he was promoted to the vacancy. He served under Captain Cook, during his second voyage—1772 to 1776—as third lieutenant in the *Resolution* ; and in the summer of 1776, was appointed commander of the *Lion*, and commissioned to explore and survey the coasts of Baffin's Bay. He does not appear to have been very successful in carrying out this mission. Upon his return the command was taken from him ; and in March, 1777, Lieutenant Young, to whom it was given, was sent on a similar errand ; with, however, no better results. Pickersgill published the Track of his vessel from England to Davis's Straits and Labrador.—*Vide, Philosophical Transactions* (abridged edition), vol. xiv, p. 475. See also, *A Concise Account of Voyages for the Discovery of a North-west Passage*, London, 1782, 12mo. Pickersgill was a midshipman on the *Dolphin*, during the voyage round the world under Captain Wallis (1766-68). Cook named Pickersgill Harbour, Dusky Bay, New Zealand, in his honour.

† An error ; should be 180 fathoms.

At 8 a.m. being close to the shore, bore away to the northward, making all sail along shore ; bent ye best mainsail. At noon the extremes of the land in sight from N. W. by N. to E. by N. Latitude observed, $37^{\circ} 50'$; longitude W. of London, 210° ; the coast makes of a moderate height, very woody and in sandy beaches.

1770

19 to 27
April.

Hawk'sw'th,
vol. iii.
p. 483.

20 April, 1770.—Fresh gales and squally, with rain ; saw several water-spouts. At 6 p.m. abreast of a little island* ; sounded 56 fathoms off shore 5 or 6 miles ; lay to all night. At 5 a.m. made sail along shore, it tending N.N.E., and makes nearly straight. A.M., saw a high land, called the Dromedary from its resemblance to that animal's back, bearing N.N.W. at noon. Latitude observed, $36^{\circ} 51' S$.

21 April, 1770.—Moderate and pleasant weather. P.M., saw a smoke on shore ; variation, $10^{\circ} 30' E$. ; running down along shore making high and seemed to be very fertile and rich, being thickly clothed with very tall trees, which had a pleasant appearance. At noon the extremes from N. to S. $20^{\circ} W$. ; distance off shore, 4 or 5 leagues ; saw a remarkable peaked hill with a tuft of tall trees on the [summit], resembling the top of a pigeon-house, from whence it was called Pigeon-house Hill. Latitude observed, $35^{\circ} 52' S$; soundings from 60 to 70 fathoms, sandy ground.

p. 484.

22 April, 1770.—Moderate and pleasant weather ; saw some smokes on shore ; turning off shore 2 leagues passed two small keys,† ye shore making in bluffs and sandy bays ; very woody ; sounded 30 fathoms ; lay to all night ; saw a fire on the shore. In the morning stood in for the land and found we had drawn to ye southward against ye wind ; variation, $9^{\circ} 50'$ easterly. A.M., passed a ledge of breakers lying N.E. off a low island ; within them is a bay formed by the island‡, but as it had no good appearance the captain did not think it fit for our purpose to stop at it ; as we stood along shore we saw four or five of the Indians sitting near the fire ; they appeared to be naked and very black, which was all we could discern at that distance. At noon the Dromedary S. $20^{\circ} W$., Pigeon-house Hill N. $46^{\circ} W$. ; $2\frac{1}{2}$ leagues off shore. Latitude observed, $35^{\circ} 27' S$.

p. 485.

23 April, 1770.—Little winds and fine clear weather, turning to windward off Pigeon-house Hill. Latitude observed, $35^{\circ} 36' S$. ; off shore 6 leagues.

p. 486.

24 April, 1770.—Do. weather ; inclinable to calms ; Pigeon-house Hill S. $62^{\circ} W$. Latitude in $35^{\circ} 10' S$.

p. 487.

25 April, 1770.—Moderate breezes and clear. P.M., variation $9^{\circ} 15' E$. ; lay to all night. A.M., made sail, run along shore. At 10 a.m. passed a parcel of low islands which had the appearance of affording shelter ; saw several columns of smoke on the shore, which had a very pleasant appearance ; passed great quantities of spawn. Latitude observed, $34^{\circ} 22'$; the land from N. $8^{\circ} E$. to S. $17^{\circ} W$. ; off shore 4 or 5 leagues.

p. 488.

26 April, 1770.—Little winds and calms. P.M., variation $8^{\circ} 48' E$. At noon the land from S. $28^{\circ} W$. to N. $3^{\circ} W$.,§ and tends N.N.E. ; off shore 6 leagues. Latitude observed, $34^{\circ} 10' S$.

p. 488.

27 April, 1770.—Moderate and pleasant weather ; turning to windward off some low land, which had the appearance of a harbour. A.M., upon standing inshore found we had lost ground considerably ; stood in for the low island [land], where there seemed a place likely to land ; depth of water, from 61 to 32 fathoms. At noon off shore 4 or 5 miles ; saw several smokes. Latitude observed, $34^{\circ} 22' S$.

p. 489.

* Gabo Island. See note 6, ante, p. 160.

† See note 8, ante, p. 160. ‡ Apparently Brush Island.

§ These bearings differ from those given in the other journals, which were taken at 3 p.m. It agrees, however, with those given at noon in the " Official Log."—Ante, p. 94.

- 1770
28 April to
4 May.
Hawk'sw'ith,
vol. iii.
p. 490.
- 28 April, 1770.—Moderate breezes and pleasant weather. At 2 p.m., being within 2 miles of the shore, tacked and hoisted out the yawl; the captain, Mr. Banks, &c., went towards the shore; as we stood in we had regular soundings from 14 to 9 fathoms; standing off and on shore under an easy sail; the bay is covered well to ye southward by a low patch of red earth, which looked like islands, and runs a great way into the sea.* At 5 p.m. the boat returned, having been close to the shore, but could not land for the surf; they saw two people who came down to the beach, but soon after retired to the woods, where they saw them no more; the shore appeared very pleasant, with tall trees, having little or no underwood, and some fine plains in the woods; they saw some trees like cabbage-trees, a hut, and two small boats, ill made. At 6 p.m. hoisted in the boat and made sail out to sea; in the night saw several fires along shore. At 6 a.m. saw a fine bay near the place where we were the night before; hauled up for it and made all sail. At 9 a.m. abreast of the mouth of the bay, distance 2 miles†; sent the master in the pinnace to sound. At noon working to windward into ye bay; depth of water 29 fathoms; off ye points 1½ miles.
- p. 491.
- 29 April, 1770.—Little wind and fair. At half-past 1 p.m. came to in 6½ fathoms, sandy ground; hoisted out the longboat; the captain went on shore in the pinnace to where we had seen some Indians and huts, two of whom opposed their landing, armed with targets and lances, but upon two or three muskets being fired, one of which was fired at and wounded one of them with small shot in the arm, he dropped his lance and run away into ye woods, as did all the rest, after which the pinnace landed and searched the huts, where they saw two or three children and some lances, the last of which they brought on board after finding a watering-place. A.M., the captain, &c., away in the pinnace; sent a party on shore to water and cut wood under the second lieutenant‡; moored with the stream anchor cable to the N.E., and the cable on the best bower to W.; the one extreme of ye bay bearing E. and ye other S.E. ½ E.; off shore three-quarters of a mile.
- p. 496.
- 30 April, 1770.—Little wind and pleasant weather; employed as before, and on board in ye hold and at ye forge, and on the sails. P.M., served 3 lb. of fish per man, caught in the seine.
- p. 496.
- 1 May, 1770.—Ditto weather; employed wooding and watering; fishing with the seine, but with little success. At 6 p.m. departed this life Forby Sutherland, seaman, of consumption, with which he had been afflicted ever since our departure from Streights le Maire.
- p. 497.
- 2 May, 1770.—First part, fresh gales and pleasant weather; the middle, heavy rain, thunder, and lightning; the latter, moderate and fair. A.M., scraped and cleaned the ship's bottom; wooders and waterers on shore.
- p. 499.
- 3 May, 1770.—Moderate and fair. P.M., wooders and waterers on shore; completed our water to 80 tons. A.M., the captain, Mr. Banks, and company went up the country some distance to look for Indians, but returned without seeing any. P.M., loosened sails to dry; got on board some wood; wooders on shore as usual.
- p. 500.
- 4 May, 1770.—Fine pleasant weather; employed wooding and cleaning ship; the captain and company away up the harbour this day; the second

* This entry enables us to locate the spot where Cook attempted to land with greater accuracy than has been possible heretofore. The "low patch of red earth which looked like islands and runs a great way into the sea" was evidently that which Cook named Red Point, not far south of where Wollongong now stands; the land which had the appearance of a part of the main proving to be—as surmised by Pickersgill—*islands*. They are now known as the Five Islands, and it must have been on the beach to the north of the Five Islands, and near the entrance to the Tom Thumb Lagoon (so named after Flinders and Bass's boat), that the attempt was made.

† See note 14, ante, p. 161.

‡ Lieutenant Hicks.

lieutenant and some of the petty officers went away up the bay, striking stingerrays, of which there were sufficient to serve all hands. Low water at half-past 11 p.m.

1770

4 to 9 May.

Hawk'sw'ith,
vol. iii.
p. 502.

5 May, 1770.—Light breezes and pleasant weather; employed wooding, watering, and striking stingerrays, of which they caught 300 lb., one weighing 236 lb.; served 5 lb. per man and stopped ye sea provisions; variation per azimuth, $6^{\circ} 42'$ E. Stingerray Bay lies in latitude $34^{\circ} 6'$, and longitude W. of London, $207^{\circ} 43'$; it is formed by two low points, between which there is a passage of 1 mile, with 12 fathoms of water. On the eastern side lies a little island, and off ye southern end of it is a shore, where the sea sometimes breaks. After you are in, the bay spreads and tends to ye westward for about 6 or 7 miles, and then ends in two large lagoons. Off the shore lie large flats with only 6 or 7 feet of water. Upon them is a great quantity of stingerrays. The bay is very shoal, but there is a channel which lies open to ye entrance with 5 and 6 fathoms water, but after you are 2 miles within it it shoals too. The bay is about 4 miles broad, and has a regular tide. The country is very rich and fertile, and has a fine appearance, and we saw a large tree which grows alone and yields a gum like dragon's blood; this we found in great quantities sticking to ye bark. The tree on which it grows is very large and spreads, but does not grow straight nor tall; besides we saw a wood which has a grain like oak, and would be very durable if used for building; the leaves are like a pine leaf. The soil is a light, sandy, black earth mixed, but is very shallow. Upon digging we found vast quantities of oyster-shells, which seemed to have been underground a great while. We also found a tree which bore a red berry about ye size of a cherry, but they grew only in one place. The inhabitants are so shy that we had no kind of intercourse with them. They used to come down every evening armed with lances and wooden swords. They appeared very thin, and had their faces daubed over with something white. One day, as the surgeon was walking in the woods, which are all clear of underwood, he had a lance hove at him out of a tree, but the man made off. This was all we saw of them except when they were fishing off in their canoes, which are very small and made of bark; they carry one man, who paddles with two small pieces of wood; they use them in striking fish on ye flats. Their houses are several pieces of bark set up one against another and open at one end, and are the worst I ever saw. The people have nothing to cover themselves, but go quite naked, men and woman, and, in short, are the most wretched set I ever beheld or heard of.

6 May, 1770.—Little winds and fine pleasant [weather]. P.M., cleared ship for sea; the yawl returned from fishing with two skate, weighing 600 lb., which was served to the ship's company instead of salt provisions; it was very strong, and made a number who eat of it sickly. At 5 a.m. hove up the best bower and hove ahead on ye stream. At 7 a.m. hoisted in the boats, weighed, and made sail out of ye bay. At noon the northern extreme N. by E., off shore 3 leagues. Latitude observed, $33^{\circ} 47'$ S. p. 504.

7 May, 1770.—Little winds and pleasant. P.M., variation, $7^{\circ} 56'$ E.; sailing along shore passed by several little bays, the land tending N.N.E.. At noon ye northernmost land N. by E., 2 or 3 leagues off shore. Latitude observed, $33^{\circ} 17'$ S. p. 507.

8 May, 1770.—Little winds and clear; variation, 8° E. P.M., lost ye deep-sea lead and line; turning to windward. At noon the extremes at S. 27° W. to N.W., and distance 5 or 6 miles. Latitude observed, $33^{\circ} 24'$ S. p. 508.

9 May, 1770.—Moderate breezes and fair weather, working to windward; carpenters repairing the longboat; sailmaker repairing the sails. At noon the extremes of the land from N.W. by N. to S.W. $\frac{1}{2}$ W., 5 leagues. Latitude, $33^{\circ} 37'$ S. p. 508.

- 1770 10 May, 1770.—Moderate and cloudy. A.M., saw land tending N.N.E., making like islands* ; made all sail along shore ; saw some smoke. At noon the extremes of the land at N. 32 E. to S.W. by S. Latitude observed, 32° 51' S.
- 10 to 16 May. Hawk'sw'th, vol. iii. p. 508.
- 11 May, 1770.—Fresh breezes and pleasant weather running along shore. At 2 p.m. passed by several islands and a fine harbour, which lies round a bluff point and within the islands ; this harbour seemed to be very commodious, and the country round it looked rich and fertile† ; as we sailed along shore we saw many smokes and signs of inhabitants ; variation, 8° 45' E. ; in the night stood on by moonlight under an easy sail. A.M., made all sail, and at noon the extremes of the land from N. to S. 15 W., a small island N. 4 E.‡ ; distance 3 or 4 leagues. Latitude observed, 32° 02' S.
- p. 509. 12 May, 1770.—Little wind, fair weather ; standing along shore as usual. A.M., opened a cask of beef and pork ; ye pork being bad, the ship's company was ordered to full allowance whilst it lasted. At noon the extremes of the land from N. 20 W. to S.W. by S. ; here the land tends N. Latitude observed, 31° 18' S. Saw three hills called the Three Brothers.§
- p. 510. 13 May, 1770.—First part, ditto weather ; the latter, fresh breezes and cloudy, with squalls, thunder, lightning, and rain. P.M., turning to windward. A.M., variation, 9° 26' E. ; stood along shore, made all sail. At noon the extremes of the land from S. 24 W. to N. 22½ W. ; a bluff head S. 36 W. 3 leagues.|| Latitude observed, 30° 43' S.
- p. 510. 14 May, 1770.—Moderate breezes and pleasant. A.M., served slops ; variation, 8° 13' E. ; thunder and lightning to ye eastward in the night. A.M., at 9 a.m. made all sail, and stood along shore to ye northward ; saw several smokes. Latitude observed, 30° 22' S., the extremes then [noon] bearing from S. 33 W. to N.N.W. ; off shore 4 leagues.
- p. 510. 15 May, 1770.—Fresh gales and hazy ; sailing along shore. At 3 p.m. passed by a small island, distance 2 or 3 miles¶ ; sounded 33 fathoms, the shore tending N. and very woody. At 5 p.m. handed ye mainsail and close-reefed ye topsails and run under them in the night. At 8 p.m. lay to till the moon rose. At 11 p.m. made sail under ye topsails, sounding every half-hour ; depth of water, 32 and 30 fathoms. At daylight made all sail to ye north. At 11 a.m., being within a league of the shore, we saw a party of the natives who were carrying something on their backs and a turtle.** At noon abreast of a bluff point, distance 3 miles.†† Latitude observed, 28° 40' S.
- p. 511. 16 May, 1770.—Fresh breezes and cloudy. P.M., sailing along shore, which begins to be sandy and barren. At 5 p.m., being off a point of land, saw some breakers lying from ye point N.E., 4 or 5 miles off‡‡ ; sounded 19 fathoms ; hauled off to sea for 3 leagues, then brought to ; deepened our water as we stood out to 80 fathoms regularly ; at daybreak made sail ; saw

* Apparently the land at the mouth of the Hunter River.

† The harbour, Cook called Port Stephens, after Philip Stephens, Secretary to the Admiralty.

‡ Apparently the islet now known as Mermaid Reef.

§ These three hills are still known as the Three Brothers.

|| This bluff head, Cook called Smoky Cape.

¶ This would be the South Solitary Island. See note 23, ante, p. 163.

** In Hawkesworth, vol. iii, p. 511, occurs the following entry under this date:—"We discovered smoke in many places, and having recourse to our glasses, we saw about twenty of the natives, who had each a large bundle upon his back, which we conjectured to be palm leaves for covering their houses."

†† This "bluff point," Cook named Cape Byron, apparently in honour of Commodore Byron, of the Dolphin.

‡‡ The point on which these breakers were seen, Cook called Point Danger. The "remarkable peak," referred to at the end of the above entry, he called Mount Warning.

ye breakers within us, stood along a bay, the land in some cases appearing low and sandy, in others high and woody, the country mountainous. At noon the extremes of ye land from S. 8 E. to N. 11 W., a remarkable peak inland S. 12 W. ; off shore 6 miles. Latitude observed, 27° 46' S.

1770

16 to 21 May.

Hawk'sw'th,
vol. iii.
p. 512.

17 May, 1770.—Moderate breezes and clear ; bent the old sails. At 5 p.m. saw a ledge of breakers lying off a point of a bay, within which there seemed to be good shelter, as the bay ran deep ; the water looked smooth, and seemingly had a good passage in between the breakers* ; hauled off to sea and brought to. At 1 a.m., the moon rising, made sail, keeping the lead going. At 5 a.m. had 135 fathoms ; hauled in and saw ye land to ye westward about 7 leagues off ; saw several smokes ; extremes from N. 16 W. to S. by W. $\frac{1}{2}$ W. ; a bluff N. 53 W. 4 leagues.† Latitude observed, 26° 28' S.

18 May, 1770.—Moderate breezes and fair. P.M., set up the main top-mast shrouds ; standing along shore ; distance off, 3 leagues ; depth of water, 32 fathoms ; extremes from S. to N. 3 W., 2 or 3 leagues off shore. Latitude observed, 25° 33' S. ; the land makes in sandy cliffs and very barren.‡

p. 514.

19 May, 1770.—Little winds and clear. P.M., variation, 8° 36' E. ; standing along shore, the land very sandy and barren ; distance off, 2 or 3 leagues ; depth of water, 26 and 28 fathoms ; at noon the extremes of the land from N. 31 W. to S. 22 W., the land tending north-westerly ; distance off shore, 5 miles ; depth of water, 13 fathoms. Latitude observed, 25° 4' S.

p. 515.

20 May, 1770.—Moderate breezes and clear weather. P.M., passed some headlands and two little sandy bays, where we saw some of the Indians§ ; variation, 8° 45' E. At 5 p.m. shortened sail and stood on all night, sounding every half-hour from 21 to 33 fathoms ; at 6 a.m. hauled up for a point, round which we could see no more land, and soon after discovered a ledge of breakers running from it into the sea to ye N.W. ; stood within 4 miles and shoaled our water to 15 fathoms, then bore away along the ledge, keeping the lead going, and before 10 a.m. shoaled our water to 7½ fathoms, which continued till noon ; then the extremes of ye land from S. 7 E. to S. 6 W., distance 6 leagues, the northernmost extreme of the reef N.W. $\frac{1}{4}$ W. Latitude observed, 24° 26' S. This sand lies from ye point or cape N:N.W. 7 leagues, and has the sea breaking on it ; for 6 leagues on the point is 5 fathoms, soon after which we deepen to 20 fathoms ; the bottom is clear fine sand, and the sounding very regular. ||

p. 516.

21 May, 1770.—The first and latter parts, moderate breezes and clear ; the middle, calm. From noon till 2 p.m. standing on the edge of the reef, soundings from 10 to 6½ fathoms, the point then bearing N. 14 W. ; distance, about 7 leagues ; then passed over the end ; having sent a boat to sound, we soon deepened our water 22 fathoms, steering W.S.W. In the night, calm ; found a current setting S.W. 1½ miles per hour, which makes me imagine there was a river in that quarter, as we saw no land there for the space of 12 leagues, and both sides very low. At 10 saw some low land to W.¶ At

p. 517.

* The point off which these breakers were seen, Cook called Point Lookout ; the bay, he called Morton's Bay, in honour of James, the sixteenth Earl of Morton, President of the Royal Society. See note 86, ante, p. 173.

† Cook did not give any name to this "bluff." He referred to it as "a low bluff point which was the south head of a sandy bay." The head is now called Noosa Head ; the bay, Laguna Bay.

‡ This land, making in "sandy cliffs and very barren," was that lying between Wide Bay and Sandy Cape, and forming a part of the great Sandy Island, which, from the deck of the Endeavour, could not be distinguished from the mainland.

§ One of these headlands, Cook called Indian Head, on account of the great number of natives assembled on it. The other, which he did not name, is now known as Waddy Point.

|| The cape, Cook called Sandy Cape, the "ledge of breakers," Breaksea Spit. Both names have been retained.

¶ This would be the land lying between Burnett Head and Bustard Bay.

- 1770
21 to 26 May. noon ye extremes of ye land from S. 3 W. to N. 86 W. ; distance off shore, 7 or 8 leagues. Latitude observed, 24° 28' S. Depth of water, from 23 to 14 fathoms ; sandy ground.
- Hawk'sw'th,
vol. iii.
p. 518. 22 May, 1770.—Moderate breezes and clear weather. As we stood inshore we had regular soundings from 13 to 9 fathoms, then off shore 3 leagues, variation 8° 03' E. ; bore away along shore ; depth of water, 9 and 10 fathoms ; here the shore makes low and woody, with some hills in the country appearing fertile and pleasant.* At 8 p.m., came to with the best bower in 8 fathoms,† sandy ground ; veered to $\frac{1}{2}$ of a cable ; we could not perceive any tide here. At 6 a.m., weighed and came to sail, soundings along shore from 8 to 9 fathoms ; made all sail ; distance off shore, 2 miles ; soundings from 10 to 11 fathoms. At noon, the extremes of the land from N. 37 W. to S. 22 E. ; off shore 2 miles. Latitude observed, 34° 19' S.
- p. 519. 23 May, 1770.—Moderate breezes and fine pleasant weather. Saw some more land open to ye N.W., round which there seemed to be a bay‡ ; hauled up for it ; at 6 p.m., passed round a bluff head, and sent the yawl ahead into the bay to sound ; turning in ; at 8 p.m., came to with the best bower in 6½ fathoms, sandy ground, the bluff head bearing 6½° northward, a low point N.N.W. 2 or 3 leagues ; off shore 3 or 4 miles. A.M., veered to $\frac{2}{3}$ of a cable ; hoisted out the boats and sent the pinnace to sound the bay, which was found to be very shoal and full of reefs, with a lagoon at the head. The captain in the pinnace and the 2nd lieutenant in ye yawl up the head of the bay ; saw several smokes inland. Latitude observed, 24° 05' S.
- p. 520. 24 May, 1770.—Moderate breezes and fair. P.M., hove in to $\frac{1}{2}$ of a cable. At 6 p.m., the boats returned ; they found the head of the bay to be only a parcel of shoals and sands, the shore being everywhere swampy and had a kind of iron ore on the sides of the banks ; they found a great variety of different kind of shrubs, and a small kind of sour apple which grows on a tree like an apple-tree ; they, likewise, found a great many oysters, both of the common and pearl kind, and some large shell-fish called pan-fish.§ They tried the seine but got no fish ; they saw no inhabitants, but come to fires where they had lately been, where they found the tail of a land animal, and saw dung like sheep-dung, but larger ; they shot a duck and a cockatoo, with some small birds, and one very large one weighing more than a common turkey ; its head was very large, with a sharp beak, and red legs like a land-fowl ; hoisted in the boats. At 5 a.m., weighed and came to sail. At 7 a.m., passed by some rocks off ye point, and hauled up for a point of land tending N.N.W. ; depth of water from 12 to 15 fathoms. Latitude at noon, 23° 52' S.
- p. 522. 25 May, 1770.—Light airs and pleasant weather. This day we caught a great quantity of fish with hooks and lines. A.M., crossed the tropick of Capricorn, the land ending in a bluff point, round which we saw a number of islands|| ; soundings regular from 15 to 8½ fathoms. Latitude at noon, 23° 23' S.
- p. 523. 26 May, 1770.—The first part, light winds ; the latter, moderate breezes. P.M., variation per azimuths, 7° 28' E. At 7 p.m., came¶ to near one of the islands in 13 fathoms, sandy ground ; found the flood came from the eastward, 1 knot per hour, and rises 7 feet. At 6 a.m., weighed and stood to the N.N.W. between some rocky islands and the main, distance from each

* The scattered hills near the seaboard, county Flinders, Queensland.

† The spot where the vessel anchored for the night was about thirty miles S.E. from the south head of Bustard Bay.

‡ This bay, Cook called Bustard Bay. See *Hawkesworth's Voyages*, vol. iii, p. 519, *et seq.*

§ No mention is made of these shell-fish in Cook's logs, nor yet in those of any of the other officers, or in Hawkesworth's publication.

|| This bluff point, Cook called Cape Capricorn, by which name it is still known.

¶ See note 85, ante, p. 164.

4 miles.* At noon, shortened sail, and sent the yawl ahead to sound, upon shoaling our water to 5 fathoms. At noon, a remarkable peak on ye main N.N.W.,† off shore 4 or 5 miles. Latitude observed, 28° 06' S.

1770

26 May to
1 June.

27 May, 1770.—Moderate breezes and pleasant weather. Sent the pinnace with the master to sound. At 1 p.m., came to with the best bower in 3½ fathoms, sandy ground. At 6 p.m., he returned and informed us that there was no passage. At 7 p.m., weighed and came to sail to the southward. At 10 p.m., came to in 6 fathoms water. At 5 a.m., weighed and stood for an opening; sent the master and a mate in the yawl and pinnace to sound it; the depth of water between the islands‡ from 5 to 10 fathoms, and afterwards from 10 to 15 fathoms. At noon, two small islands N. §; distance off the main 4½ leagues. Latitude observed, 22° 53' S.

Hawk'sw'th,
vol. iii.
p. 524.

28 May, 1770.—Moderate and cloudy; the land tending northerly. At 2 p.m., passed between two islands and the main; lay to all night. At 6 a.m., made sail. At 7 a.m., passed by a headland|| and altered the course, steering between some islands; sent a mate ahead in ye yawl to sound. At noon, having shoaled our water to 7 fathoms, and ye boat making ye signal for shoaler, and seeing the water break ahead, hove in stays, and came to in 3½ fathoms; tide setting strong at E.S.E.; ye north extreme of ye main N.W. by W.; several islands to ye northwards and southward; distance off ye nearest, 2 or 3 leagues. Latitude observed, 22° 08' S.

p. 525.

29 May, 1770.—Moderate and cloudy weather. At 2 p.m., weighed and came to sail; the boat ahead sounding; depth of water at 4 to 10 fathoms. At 7 p.m., came to with the best bower in 9½ fathoms; an opening in the land bearing W. by S., distance 3 miles. A.M., found the tide to rise and fall 14 feet; sent the master and a mate in the yawl and pinnace to sound the opening set last night. At 6 a.m., weighed and came to sail, and stood in to it; depth of water, 9½ to 6 fathoms. At 9 a.m., came to with the best bower in 5½ fathoms; the extremes of the entrance at N. 75 E. to N. 33 E.; distance off shore, ½ mile; an island in the offing, N. 40 E.¶

p. 526.

30 May, 1770.—Fresh breezes and pleasant weather. A strong tide, which rises and falls 14 feet. A.M., the captain went up the river; could find no fresh water. Latitude, 22° 07' S.

p. 528.

31 May, 1770.—Fresh breezes and cloudy. At 6 p.m., the captain returned, having been 26 miles up the river or lagoon, where it fell into a larger, which runs into the sea further to the N.W. At 6 a.m., weighed and came to sail. At 8 a.m., the river's mouth S.S.W. 5 miles, 9½ fathoms water; a great number of islands and rocks on both sides. At 10 a.m., passed close by a reef of rocks; sent the pinnace ahead. At noon, Labyrinth River, S. 40 E.,** ye north point of ye main N. 83 W.; a number of islands to ye N.W. Latitude observed, 21° 53' S.

p. 530.

1 June, 1770.—Fresh breezes and cloudy, with rain. At 1 p.m., shoaled our water to 3½ fathoms; the pinnace made ye signal; came to in 3 fathoms, sandy ground.†† At 3 p.m., weighed and stretched into the offing; ye pinnace

p. 532.

* Keppel Islands. See note 35, ante, p. 164.

† Mount Atherton. See note 91, ante, p. 174.

‡ Cook sailed between the two largest islands of the Keppel Group.

§ The Two Brothers. See note 40, ante, p. 165.

|| This headland, Cook called Cape Townshend. See note 41, ante, p. 165. Island Head, so called on account of the number of islands in the vicinity, was passed in the early part of the previous evening.

¶ The opening in the land, Cook named Thirsty Sound, because it afforded them no fresh water. He remained there two days. The island in the offing was one of the Northumberland Isles.

** This name, "Labyrinth River," which Pickersgill applies to Thirsty Sound, is not used by Cook or any of his other officers, except the midshipman, John Bootie. Post, p. 258.

†† The vessel was anchored at the mouth of Broad Sound. The islands, referred to in a later part of the entry, were the Northumberland Isles. See note 42, ante, p. 165.

- 1770
1 to 8 June.
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- ahead; depth of water from 3 to 10 and 15 fathoms. At half-past 4 p.m., bore away for a passage between some islands. At 6 p.m., came to under the lee of one of them, in 16 fathoms, sandy ground. High-water at 6 p.m. At 6 a.m., weighed and came to sail. At 9 a.m., shoaled our water to 9 fathoms; sent the yawl ahead; standing between a range of islands and the main, after ye boat. Latitude, $21^{\circ} 30' S$.
- p. 533. 2 June, 1770.—Moderate breezes and cloudy. The yawl ahead sounding; depth of water from 7 to 9 fathoms. At 5 p.m., made ye signal for the yawl to come on board; hoisted her in. At 8 p.m., came to in 11 fathoms with the best bower*; found the tide setting to ye westward, and rises 9 feet. At 6 a.m., weighed and came to sail. At 11 a.m., had very irregular soundings, from 11 to 5 fathoms; sent the yawl ahead. At noon, an opening in the main N. 86 W.†; distance off shore, 2 or 3 leagues. Latitude observed, $20^{\circ} 56' S$.
- p. 534. 3 June, 1770.—Moderate breezes and fair pleasant weather. At sunset, made the signal for the boat to come on board; hoisted her in; standing between a range of islands and the main. At 8 p.m., came to in 10 fathoms with ye best bower.‡ At 6 a.m., weighed and came to sail. At 7 a.m., found what we took for an opening to be low land; hauled out to the eastward, and at 10 a.m. saw an opening bearing N. by E., the easternmost land being a range of large islands,§ &c Latitude observed, $20^{\circ} 26' S$.
- p. 535. 4 June, 1770.—Moderate breezes and pleasant weather. P.M., running through a strait|| formed by a chain of very pleasant islands, in one of which we saw people, who had canoes with outriggers, the first we have seen in the country; depth of water through these straits is 22 fathoms, regular soundings; they are 4 leagues in length, and one in breadth, tending N. and S. A.M., found the land tend to the westward. At noon, about 3 leagues off shore, which makes excessive high and barren.¶ Latitude observed, $19^{\circ} 48' S$.
- p. 537. 5 June, 1770.—Ditto weather. Sailing along shore; distance off, 4 or 5 leagues; depth of water from 16 to 8 and from 8 to 16. Latitude at noon, $19^{\circ} 12' S$.
- p. 538. 6 June, 1770.—Little winds and pleasant weather. Carpenters repairing the pinnacle. Sailing along shore as yesterday; depth of water, 15 fathoms. A.M., variation, $5^{\circ} 31' E$. At noon, off shore 5 miles. Latitude observed, $19^{\circ} 00' 30'' S$.
- p. 539. 7 June, 1770.—Do. weather. Variation, per an amplitude, $5^{\circ} 10' E$. A.M. punished Thos. Dunster, marine, for theft, with twelve lashes. Sailing between some islands and the main,** saw a number of large canoes and Indians. At noon, the nearest islands 3 or 4 miles off. Latitude observed, $18^{\circ} 48' S$; depth of water between ye islands and ye main, from 10 to 8 fathoms.
- p. 539. 8 June, 1770.—Moderate breezes and pleasant weather. At 6 p.m., the 1st lieutenant, with two small boats, landed on the islands, where they heard but saw no Indians.†† At 7 p.m. they returned; hoisted them in. At

* Anchored near Cape Hillsborough. See note to this day's entry in Lieutenant Hicks's journal; ante, p. 182.

† The opening, Cook called Repulse Bay. Note 44, ante, p. 166.

‡ Anchored at the mouth of Repulse Bay. See note 44, ante, p. 166.

§ Called by Cook, the Cumberland Islands, in honour of Henry Frederic, second Duke of Cumberland, and son of the then Prince of Wales.

|| This strait, which Cook passed through on Whitsunday, he called Whitsunday Passage.

¶ The part of the coast here referred to, is that in the vicinity of the north head of Edgumbe Bay; named after John Edgumbe, sergeant of marines on the Endeavour.

** The Palm Islands. See note 52, ante, p. 167.

†† The Palm Islands—Banks and Solander accompanied the 1st Lieutenant (Zachary Hicks).

2 a.m., hauled up for a seeming opening, but soon after, seeing low land across, bore away.* At daylight, saw breakers off a small rocky island; hauled without them. At 11 a.m., run between two small islands,† 1 mile asunder; depth of water, 8 or 9 fathoms to 15 fathoms. Latitude, at noon, 18° 00' S. 1770 8 to 12 June. Hawk'swth, vol. iii.

9 June, 1770.—Moderate and pleasant weather. Saw several fires along shore. A.M., variation per azimuth, 4° 53' E. At 11 a.m., hauled in between an island and a point of the main, distance from each 1½ miles.‡ At noon, the point N. 32 W., round which we could see no more land, and the island N. 3 W. 1 mile. Latitude observed, 16° 55' S. p. 540.

10 June, 1770.—Fresh breezes and clear. Saw more land tending to the westward. Half-past 1 p.m., shortened sail, and sent a mate in the yawl to sound a bay, and stood in after the yawl, soundings decreasing from 10 fathoms. At 3 p.m., came to with the best bower in 3½ fathoms, distance off shore 2 miles.§ The captain, &c., went on shore in the pinnace, and returned in the evening; they who were ashore report it to be a barren place, with nothing but wild trees and large rocky stones, and a little water which they saw in holes in the rocks. At 12 midnight, weighed and made sail. At 11 a.m., passed some low sandy islands||; depth of water from 3½ to 14 fathoms. Latitude at noon, 16° 20' S. p. 542.

11 June, 1770.—Moderate breezes and cloudy; sailing along shore, distance off, 4 leagues; depth of water, 15, 14, and 13 fathoms. At 3 p.m., saw two low sandy ridges, bearing N.E.; distance 4 leagues. At 5 p.m., saw some rocks above water, bearing N. by W.; distance 2 or 3 leagues; shortened sail, and hauled our wind, lying N.E. by E. Between 8 p.m. and 9 p.m., passed over a bank of rocks on which we had 8 fathoms, rocky ground, but soon after deepened our water to 13 fathoms, so stood in, lying up E.N.E.; but at half-past 10 p.m., shoaled our water from 20 to 17 fathoms, and standing on a cable's length further the ship struck; clewed up all the sails and hoisted out all the boats. At 1 a.m., sent a small boat to sound round the ship, and found she was on the edge of a bank of coral, lying N.W. of her; carried out the stream anchor with two hawsers S.; hove taut. At 3 a.m., got down topgallant yards and struck yards and topmasts; the ship still forging into shoaled water upon the bank and striking hard, carried out the coasting anchor and cable S.W. At 4 a.m., hove taut on the coasting-anchor, and then turned all hands to clear the ship; hove overboard hoops, staves, empty casks, and oil-jars, to clear the ship for heavier articles. At 6 a.m., carried out the spare stream anchor S.W., and hove taut on it. At 7 a.m., started fresh water to 30 tons and upwards, and hove the boatswain's and carpenter's condemned stores overboard; got the stone and iron ballast out of the holds, with a large quantity of firewood, and threw all overboard. At 8 a.m., found the ship strained, and had sprung a leak; got three pumps to work, the fourth refusing; carried out the best bower anchor and cable to the westward; hove the six 4-pounders on the main deck overboard. At noon, light airs and fair; the ship now lies with three streaks heel to starboard. Latitude, 15° 45' S. p. 544.

12 June, 1770.—Light airs and fair. All these twenty-four hours working at the pumps and clearing ship; carried out the small bower anchor and cable W.N.W.; lashed blocks on both cables; reeved a 5-inch hawser, and p. 547.

* The opening, Cook called Rockingham Bay, after the Marquis of Rockingham. The group of islands off the bay, and between two of which Cook steered, he called the Family Islands.

† The Family Islands.

‡ The island, Cook called Fitzroy Island; the point, Cape Grafton, in honour of Augustus Henry Fitzroy, third Duke of Grafton, First Lord of the Treasury and Premier of the Administration in power when Cook left England.

§ The bay forms the southern arm of Trinity Bay, so called by Cook because it was discovered on Trinity Sunday.

|| These islands are still known as the Low Islets.

- 1770
12 to 17
June.
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vol. iii.
p. 547.
- hove taut with ye capstan, and brought the coasting-cable to ye windlass. At 3 p.m., hove taut on all the five anchors, &c. At 4 p.m., low water; this we could perceive by the rocks about the ship and part of the bank being dry; the rise does not exceed 3 or 4 feet. 5 p.m. and 6 p.m., the tide began to rise; hove a fresh strain and used every method our situation would admit of for to get the ship off; found ye leak did not gain on the three pumps. At half-past 9 p.m., the ship began to right. At half-past 10 p.m., hove her afloat; veered away on ye stream cable and small bower, and brought the best bower and coast anchors ahead in 15 fathoms, mud; found it impossible to save the small bower, so cut it away with a whole cable. At 1 a.m., sent the longboat to weigh the stream anchor; purchased that, but lost the cable amongst the rocks. People, these four hours, employed at the pumps and shifting the coasting-cable and spare stream hawser from ye quarter to the bow. The leak gained on the pumps these four hours; had 3 feet 9 inches water in the hold. At 5 a.m., sent the longboat to weigh the spare stream anchor, and carry it out S.S.E. for a warp. At 8 a.m., hove taut on the warp; hove up the coasting-anchor and the best bower, and got up the fore-topmast and fore yard; these four hours ye pumps gained on the leak. At 9 a.m., warped ahead; some hands employed sewing hair, oakum, and wool into a lower steering-sail to fother the ship. At 11 a.m., weighed and came to sail with a light air from ye E.S.E.; sent the pinnace ahead to tow, and a small boat to lie on ye edge of the bank. At noon, the dry bank N. 1½ miles; got up the main topmast and main yard.
- p. 551. 13 June, 1770.—Little wind and clear. Standing off ye shoal and in for ye main; the starboard bow being suspected, fothered her there, which presently stopped the leak so that one pump kept her free with ease. At 6 p.m., came to with the best bower in 16 fathoms, muddy ground. At 6 a.m., weighed, and sent the pinnace ahead to sound. At 9 a.m., passed two low islands 4 leagues off ye main*; got up topgallant yards. At noon, some land like islands N. 8 W., and distant off shore 2 or 3 leagues. Latitude observed, 15° 37' S.
- p. 552. 14 June, 1770.—Moderate breezes and cloudy. Sailing along shore; kept a good look out for a creek or harbour. At 3 p.m., saw an opening bearing W.S.W., 4 or 5 miles; depth of water, 7 fathoms; hauled up for it, and stood off and on until the master and a mate examined it in the yawl and pinnace. At 6 p.m., came to with ye spare anchor, now a small bower, in 5½ fathoms, 4 miles off shore; the boats found ye harbour inconvenient. The pinnace went further along shore, and at 8 p.m. returned and reported a good harbour to ye N.W., 3 leagues. At 5 a.m., weighed and came to sail; two boats ahead. At 1 p.m., anchored off ye harbour's mouth, in 4½ fathoms; distance off shore, 1 mile.
- p. 554. 15 June, 1770.—A fresh trade and pleasant weather; rain in the night. P.M., got down topgallant yards. A.M., got in the jibboom and spritsail yard; unbent the mainsail and small sails; condemned the foretop gallant sail to make parcelling for the pumps; some hands employed splicing the hawsers damaged, &c.
- p. 555. 16 June, 1770.—Fresh gales and cloudy, with rain. At 6 a.m., hove ahead, a little more moderate, but soon began to blow again, so veered away as before.
- p. 555. 17 June, 1770.—The first and middle parts, ditto weather; the latter, fair. At 7 a.m., weighed and came to sail. At 8 a.m., she struck on the bar. At 9 a.m., she backed off, and soon after, coming too near the weather shore, grounded; carried out the stream anchor and hove taut; then turned all

* These two low islands, Cook called Hepe Islands.

hands to, to get the booms and spars overboard for a raft, at ye same time got overboard ye fore yard, foretopsail yard, and foretopmast. Low water at 11 a.m.

1770

17 to 27
June.

18 June, 1770.—First and middle parts, fresh gales and cloudy; latter, fair. At 1 p.m., got the ship off, and warped her alongside a steep beach on the south side the river, having two hawsers fast to the trees; the best bower on ye starboard bow in ye stream, and the stream anchor out from the starboard quarter; got the anchor and cables and all the hawsers ashore. A.M., made a stage from the ship to the shore; landed all the empty casks and dry provisions, erected a tent for the latter, and another for the sick; landed the carpenter's stores. Sent a boat to haul ye seine; no fish.

Hawk'sw'th,
vol. iii.
p. 556.

19 June, 1770.—Fresh breezes and cloudy, with heavy rain. P.M., landing provisions; sent all ye unbent sails ashore. A.M., got the four guns out of the main hold, and mounted them on the quarter-deck; got a spare bower anchor and stock on shore; also, landed the remainder of ye stone ballast.

p. 557.

20 June, 1770.—Ditto weather. P.M., got most of the ground-tier butts out; several of them quite rotten, and could not bear rolling; got most of ye boatswain's stores on shore. A.M., landed the spare anchor, spare windlass, and two spare caps, with sundry other articles, &c.

p. 558.

21 June, 1770.—Moderate breezes and fine weather. Clearing ship and preparing for hauling her ashore. In trimming the coals aft we heard the leak by the flooring ends, 2 feet abaft the foremast. A.M., getting the coals ashore; ye surgeon went up ye river to get beans for ye sick.

p. 558.

22 June, 1770.—Ditto weather. Employed landing the coals, powder, and gunner's stores. At 4 p.m., cast loose; warped up the river to a bank pitched upon for that purpose, and at 8 p.m., when it was high water, hove her ashore; draught of water forward, 7 feet 9 inches; her bow amongst the mangroves, and stern in $3\frac{1}{2}$ fathoms. At 2 a.m., the tide left the ship forward dry; examined the leak and found four planks cut through by the rocks, and coral sticking in her bottom, and many other streaks much damaged; a good deal of sheating off ye larboard bow, with sundry other damages, and a hole. At 10 a.m., the carpenters began to work on it, being two hours ebb; some hands digging a well and clearing a watering-place; unbent the maintopsail to mend; sent the longboat to take up the stream anchor; the ship being fast ashore by ye messenger, had a spare stream hawser carried out with the anchor for a sternfast.

p. 559.

23 June, 1770.—Ditto weather. Carpenters at work; seamen scraping her bottom. A.M., carried out the spare stream anchor astern ready for heaving off; cleared ship between decks; sent a boat fishing, which caught very few.

p. 559.

24 June, 1770.—Strong breezes and fair. Carpenters finished the starboard bow; a boat fishing caught none. At 9 p.m., hauled the ship a little off, and heeled her to the starboard. A.M., carpenters at work on the larboard bow.

p. 560.

25 June, 1770.—Strong breezes and fair. P.M., carpenters at work; sent a boat over the river for to get purslane for the sick. A.M., a party on shore filling water.

p. 561.

26 June, 1770.—Ditto weather. P.M., the carpenters finished the larboard bow; some hands filling water. A.M., got casks under the ship's bottom to float her off the next flood.

p. 563.

27 June, 1770.—Strong breezes and fair. P.M., employed filling water; got 19 tons of casks under the ship's bottom ready for high water; carpenters employed caulking it. Handed a stream anchor out astern. High

p. 563.

- 1770
27 June to
9 July.
Hawk'sw' th,
vol. iii.
- water at three-quarters past 11 p.m. Hove a great strain on both anchors, but in vain, the tide not rising so high as last night. At daybreak, got a considerable weight of sundry articles forward from abaft to ease ye ship ; some of the people filling water, some overhauling the rigging, and others landing the casks from under her bottom, having now lost all hopes of floating her before the next spring tides. The carpenters employed stocking ye spare anchors.
- p. 563. 28 June, 1770.—Ditto weather. Riggers, carpenters, armourer, coopers, and waterers at work on their respective employments, &c.
- p. 564. 29 June, 1770.—Ditto weather. Employed as before. The captain ashore all night attending some observations, &c. Caught 154 lb. of fish in the seine.
- p. 564. 30 June, 1770.—First and latter parts, fresh breezes and cloudy ; middle and latter, light airs with rain. Employed as before. Caught 254 lb. of fish in the seine. Carpenters cutting firewood.
- p. 565. 1 July, 1770.—Ditto weather. Hauled the seine with much the same success. The rest of the people refreshing themselves on shore.
- p. 565. 2 July, 1770.—Light breezes and cloudy. A.M., the master, in the pinnace, went to the eastward to seek a passage out clear of the reefs. People employed occasionally.
- p. 566. 3 July, 1770.—Fresh breezes and fair. P.M., carpenters repairing the longboat. Lashed casks under the ship to float her off if possible next high water ; hove a strain, but to no purpose. A.M., a boat hauling the seine. At noon, the master returned, having been out as far as the first reefs, where he got a quantity of large cockles.
- p. 566. 4 July, 1770.—Strong gales and fair. P.M., employed as usual. At 7 p.m., hove the ship afloat, and landed the empty casks that were under her bottom. A.M., trimmed ship to an even keel ; got the foretopmast up and the fore and foretopsail yard across. Shifted provisions and stores from aft to forward.
- p. 567. 5 July, 1770.—Strong gales and fair. Examined the bank on the south side of the river. Shifted the stream anchor in order to heave her on it at high water. At half-past 8 p.m., hove on the bank to examine the ship under the larboard main chains, where we knew the sheathing to be off ; attended her at low water, but the tide did not fall above 5 feet ; at daybreak, got a purchase from the best bower in order to heave her off.
- p. 567. 6 July, 1770.—Ditto weather. At 2 p.m., low water. Had 4 feet water under the ship ; one of the carpenters examined her, and reported three streaks of the sheathing off, about 7 or 8 feet in length, and the main plank chafed. Bent the coasting-cables to one of ye anchors on shore to assist in heaving her off. At high water, hove off and warped alongside the beach, where we cleared ship. A.M., fixed a stage to the shore ; got on board 8 tons of water for the ground tier of ye after hold ; got the provisions down there. Riggers at work.
- p. 568. 7 July, 1770.—First and latter parts, moderate breezes and fair ; middle, light airs. Got the spirits into the after hold, and filled the spirit-room with coals. Stowing stores, &c.
- p. 568. 8 July, 1770.—P.M., light breezes and fair. A.M., fresh breezes ; the master in the pinnace went to seaward amongst ye reefs. Hauled ye seine. Cleared ship fore and aft.
- p. 569. 9 July, 1770.—Moderate breezes and fair. P.M., the master returned, having been 7 leagues out to sea, but found no passage ; in returning over the nearest reef he fell in with a number of turtles, and struck three, which weighed 900 lb. Stowed the ground tier. A.M., two boats went out to strike turtle. Served turtle to all hands.

10 July, 1770.—Ditto weather. P.M., one boat returned without success. 1770
A.M., sent the yawl out on the same errand. At work on the rigging and 10 to 19 July.
in the holds.

11 July, 1770.—Ditto weather. Employed as before. P.M., longboat Hawk'sw'th,
and yawl returned with one turtle and a quantity of clams; served the vol. III.
latter out. A.M., sent the yawl to the reef. p. 572.

12 July, 1770.—Moderate breezes and fair. Employed stowing the holds p. 575.
and overhauling the rigging. Dried our bread, which by some accident had
got wet. P.M., the yawl came in with a turtle and a large skate.

13 July, 1770.—Light breezes and hazy. Got on board provisions. The p. 575.
yawl brought another turtle and skate.

14 July, 1770.—Ditto weather. Got some stone ballast into the bread- p. 577.
room. This day we shot a wild beast, whose weight was 28 lb.; its head
was like a hare's, with very small forequarters, and the forelegs not above
one-third as long as the hind ones, three paws, and very different; it runs,
or rather jumps, on its hind legs at a great rate, and is generally seen sitting
on large stones or rocks, and its tail is twice as long as ye whole body, and
thick in proportion.*

15 July, 1770.—Light breezes and hazy. P.M., employed as before. p. 577.
The pinnacle went out to the reef. Hauled the seine and cleaned ship.

16 July, 1770.—First part, moderate and fair; middle, a close fog; latter, p. 578.
light breezes and clear. P.M., the yawl came in with four turtle and a
skate; returned to the reef immediately. A.M., got a topsail yard between
decks and spare cable in the hold. Caught some fish and served them out
as usual.

17 July, 1770.—P.M., moderate and fair. Stowed the best bower cable. p. 579.
Brought on board firewood. The pinnacle came in with three turtle. A.M.,
fresh breezes and cloudy. Setting up the lower rigging and getting on
board the officers' stores.

18 July, 1770.—Fresh breezes and fair. The master went to the north- p. 579.
ward to seek for a passage; hove the ship further out into the stream to pre-
vent her taking the ground; got on board the sails; bent a maintopsail and
maintop-gallant sail. A.M., struck the tents, and got the armourer's forge
on board; got a turn of water for present use. Some Indians came to the
ship, who seemed very inoffensive and tractable. They were of a very small
stature, and quite naked and black. They had got ye lances, but did not
seem fond of toys, &c. Their voice is very shrill, and they were often heard
to mention the word "Charco."†

19 July, 1770.—Ditto weather. P.M., got everything on board. A.M., p. 580.
scraped and greased the top and topgallant masts. Some Indians on board;
they went on shore at 9 o'clock and set fire to all the country round us,
which burnt with such rapidity that we with difficulty preserved Mr.
Banks's marquee, which was up and obliged to be pulled down; the Indians
continuing to make more fires, notwithstanding our signs to ye contrary,
we were obliged to fire and wound one of them, after which they dispersed,
we having first taken their arms from them, which they afterwards came
for in a very submissive manner and got them; this accident, so trivial as
it may seem, if it had happened twelve hours sooner would have ruined
us, for all the powder was ashore, and nobody could have saved it, besides
the tents, &c.

* This "wild beast" was a "Kangaroo," as Cook called it. See note 99, ante, p. 174.

† It will be remembered that Lieutenant Hicks refers (ante, p. 184) to the Endeavour
River as Charco Harbour. Nowhere in the original papers of Captain Cook or any of his
officers does the name Endeavour River appear. The first mention of it in Hawkesworth is
in vol. III, p. 589.

- 1770**
 20 July to
 4 Aug.
 Hawk'sw'th,
 vol. iii.
 p. 584.
- 20 July, 1770.—Fresh breezes and fair. P.M., berthing the ship in ye river. At midnight the master returned, reporting no passage to the northward. A.M., the captain and master went to sound the bar and place the buoys ; got on board a turn of water.
- p. 584.
- 21 July, 1770.—Ditto breezes and cloudy. P.M., the yawl came in with one turtle ; caught fish for all hands. A.M., the boatswain went on shore with materials and a party to make rope.
- p. 584.
- 22 July, 1770.—Light winds and rain ; boatswain as before ; good success in the seine ; employed as before ; sent a party of men to get greens. High-water at 9 a.m. ; served turtle, and sent ye yawl away again.
- p. 584.
- 23 July, 1770.—Strong gales and fair : making rope ; no fish.
- p. 584.
- 24 July, 1770.—Ditto weather ; employed as before ; fixed new topgallant backstays.
- p. 585.
- 25 July, 1770.—Ditto weather ; ditto employed. A.M., the yawl came in ; no turtle ; they had very bad weather and could not do anything ; boiled mountain cabbage in the peas ; caught fish for the sick.
- p. 586.
- 26 July, 1770.—Ditto weather ; employed making rope ; a party for greens, &c. ; hauled the seine.
- p. 586.
- 27 July, 1770.—Fresh gales and cloudy. P.M., filled the empty water-casks ; some hands making brooms and cutting wood ; others hauling the seine. A.M., shot another of them beasts, which weighed 80 lb.*
- p. 586.
- 28 July, 1770.—Fresh gales and cloudy ; employed cutting wood, hauling the seine, and picking oakum ; served turtle.
- p. 587.
- 29 July, 1770.—P.M., ditto weather ; employed as before. Half-past 5 a.m., had light breeze ; hove up ; boats ahead towing ; a boat sent to sound, and reporting only 13 feet water on the bar, came to again and sent the yawl out to the reef ; ship's draught of water aft, 13 feet 6 inches ; forward, 13 feet 7 inches.
- p. 587.
- 30 July, 1770.—Strong gales and rain ; hauled ye seine, little success. A.M., tended the bar, not water for us to get out.
- p. 587.
- 31 July, 1770.—Ditto weather ; hauled ye seine and caught 125 lb. of fish ; water on ye bar, but too much wind.
- p. 587.
- 1 August, 1770.—Ditto weather. P.M., picking oakum. A.M., attended the bar as usual, but to no purpose ; we have now been waiting here from the 20th ultimo for a land wind to sail or calm to warp out, neither of which has happened at a proper time of tide. At 7 a.m. weighed and warped further into the stream ; loosened sails. To-day carpenters repairing ye yawl and pumps.
- p. 587.
- 2 August, 1770.—P.M., the yawl came from the reef with skate ; the weather had been too bad to catch turtle ; strong gales in ye night. A.M., picking oakum ; hauled the seine.
- p. 588.
- 3 August, 1770.—Ditto weather first and middle parts ; latter, moderate and fair. At 7 a.m. weighed and attempted to warp out, but the ship tailed on a shoal on ye northern side ; a fresh breeze coming in, hove her over again to the south side into ye stream ; came to with the best bower in $3\frac{1}{2}$ fathoms and $\frac{1}{2}$ cable's length east of our last berth ; carried a stern-fast to ye shore.
- p. 588.
- 4 August, 1770.—P.M., moderate and fair. At 4 p.m. carried the coasting-anchor over the bar ready for the first opportunity to warp out. A.M., little winds. At 3 a.m. laid a warp over the bar. At 5 a.m. weighed and warped ahead. At 6 a.m. was over the bar. At 8 a.m. weighed the coasting-anchor

* "Them beasts" were kangaroos.

and made sail into ye offing, having a light land breeze. At 10 a.m., ditto trade; steered out E.N.E. Soundings from $3\frac{1}{2}$ to 15 fathoms; pinnacle ahead sounding; sent ye yawl away to ye turtle reef. At noon came to with ye best bower, 15 fathoms, good ground; harbour sailed from W.N.W.* $4\frac{1}{2}$ leagues; turtle reef east 1 mile. 1770 4 to 11 Aug Hawk'sw'th, vol. III.

5 August, 1770.—P.M., moderate and fair; sent the boats for clams and turtle to the reef. At night they returned with one turtle, a skate, and clams for all hands; cleared and cleaned ship fore and aft; stowed the small anchors. A.M., sent the boats to the reef, but it blowing fresh they soon returned with only one turtle. At 9 a.m. high water. At 10 a.m., hoisted up the longboat and yawl and began to heave, but the ship driving fast, veered away again as before. Latitude observed, $15^{\circ} 24' S$. p. 589

6 August, 1770.—P.M., fresh breezes and cloudy. At 2 p.m. weighed and came to sail; steered out N.E. by E. 8 miles; had from 16 to $14\frac{1}{2}$ fathoms; pinnacle ahead sounding, who at half-past 4 p.m. made ye signal for shoal water; at the same time saw from the ship a small sandy island and a shoal N.E. by N. 3 miles; saw also breakers ahead and on the weather bow; tacked, standing off and on whilst the pinnacle sounded the shoal. At half-past 5 p.m. she came on board, reporting not 6 feet water on some parts; came to with the best bower in 20 fathoms, brown clay; served out hooks and lines to the ship's company. A.M., strong gales and a head sea. Latitude, $15^{\circ} 16' S$. p. 592.

7 August, 1770.—P.M., strong breezes and cloudy; got down topgallant yards. Low water at 4 o'clock; looked well out from the masthead for a passage between the shoals, but could not perceive any opening, so that we are entirely at a loss how to proceed. At 11 p.m., finding the ship drive, veered out a third more cable. A.M., the ship not bringing up, let go the small bower and brought it to bear at two-thirds of a cable; got the coasting and sheet anchors over the side; struck yards and topmasts and got down topgallant masts. At noon, the northernmost land seen from ye harbour S. $55^{\circ} W$. $4\frac{1}{2}$ leagues. p. 593.

8 August, 1770.—Strong gales and cloudy, with a great head sea; the ship has now drove near 2 leagues, and the breakers are 2 miles to leeward; rides a great strain. Latitude observed, $15^{\circ} 10' S$. p. 594.

9 August, 1770.—Ditto weather. P.M., swayed up the topmasts and yards. A.M., hove ahead on both cables and put on fresh service; ship rides, though there is a prodigious great sea; the breakers all round us; very high and no signs of a passage out to sea, though clear in shore. p. 594.

10 August, 1770.—P.M., fresh breezes and cloudy. A.M., more moderate; hove up the small bower and shortened in the best bower; got up the lower yards. At 7 a.m. weighed and made sail, the pinnacle ahead in shore; soundings, from 19 to $12\frac{1}{2}$ fathoms. At 8 a.m. bore away for some islands northward. At 10 a.m. passed three small islands,† distance $1\frac{1}{2}$ miles, and saw a number of islands to ye northward; stood between them and the main, sounding from 14 to 17 fathoms; unbent the sheet cable and stowed the anchor. At noon three high and three low points,‡ from S. $56^{\circ} E$. to N. $22^{\circ} E$; distance of ye nearest, 7 or 8 miles. Latitude observed, $14^{\circ} 51' S$. p. 594.

11 August, 1770.—Fresh breezes and hazy. At 1 a.m. saw low land and breakers to ye N.W., seemingly joining both the reefs and ye shore; hauled inshore for a bay, where at 3 we came to with the best bower in $5\frac{1}{2}$ fathoms, blue clay; the largest island§ N. $43^{\circ} E$, distance 6 leagues; unbent the p. 594.

* An error; should be W.S.W.

† These islands are still known as The Three Isles.

‡ These were six islands. See note 67, ante, p. 169.

§ Lizard Island, which lies in $14^{\circ} 40' S$. latitude. See note 67, ante, p. 169.

- 1770
11 to 16 Aug. foretopsail to mend ; got up topgallant yards and mast. P.M., the captain went on the highest hill to look out, but could determine nothing, the weather was so hazy.* A.M., he went in the pinnacle to the high island, and Hawk'sw'th, the yawl with the master to leeward to sound.
vol. iii.
p. 596. 12 August, 1770.—Fresh breezes and fair ; cleaned ship fore and aft ; Employed picking oakum. At noon the master returned, having found from 5 to 7½ fathoms.
- p. 597. 13 August, 1770.—Ditto weather. At 7 p.m. the captain returned, having seen the large outer reef from the top of a high hill ; sent the pinnacle out to it to examine a channel out which was seen, but she returned without going through. At 6 a.m. weighed and made sail to the eastward ; made several boards whilst the pinnacle sounded ; had from 13 to 9 fathoms. At 11 a.m. passed to the northward of two reefs ; distance off a small sandy island on one of them, 1½ miles. At noon the large high island called ye Isles of Direction S.E. 1 mile† ; place sailed from S. 43 W. 6 leagues ; depth of water, 14 fathoms ; took the pinnacle in tow. Latitude observed, 14° 38' S.
- p. 600. 14 August, 1770.—A fresh trade and fair ; standing out for the reef. At 2 p.m. tacked and sent the pinnacle through the opening.‡ At half-past bore away south per signal from ye pinnacle for deep water. At 3 p.m. cleared out to sea, hove to and sounded no ground at 150 fathoms ; hoisted in the boats ; the point of the reef in one with the Island of Direction, S 39 W. ; distance of the latter, 4 leagues ; stowed the anchors and stood off and on all night. At 6 a.m. made sail, the Isle of Direction S. ¼ W. 9 leagues. 13° 45' S.
- p. 603. 15 August, 1770.—Ditto weather ; lay to all night ; got the hawsers, &c., up, and cleaned between decks. Latitude observed, 13° 01' 30" S.§
- p. 603. 16 August, 1770.—First and middle parts, moderate breezes ; latter, calm. At 1 p.m. saw the land W.S.W. 12 or 13 leagues. At 3 p.m. saw a reef of rocks running between us and the land. At 6 p.m. saw the reef extending north and south as far as we could see both ways ; hauled close off ; made all sail and kept a good look out to leeward, being doubtful of weathering the rocks. At 12 midnight tacked. At half-past 1 a.m. calm. At 4 a.m. heard and saw breakers on the lee bow close to ; lowered down the yawl and sent her ahead to tow off ; in ye meantime employed getting the longboat out, the ship all the time nearing the reef by means of a flood tide setting on them and a great S.E. swell ; the pinnacle having suffered much on this coast was now under repair, however, the carpenters put on board to keep out ye water,|| and she with all the boats was towing ahead by 5 a.m., at which time the ship was within 40 yards of the rocks, and no ground at 170 fathoms. After this, notwithstanding the ship might be said to be within her own length of the breakers, nay once within the swell, yet by the activity of the men who saw immediate destruction before themselves, and the help of the boats and sweeps, she ran off a little from that impending danger ; saw an opening in the reef, where we examined with a small boat, and finding anchorage, towed round for it, seeing no hopes of clearing the reef ; but soon after meeting a strong tide setting out towed off, for had we gone in here we had no hopes of saving the ship, and by noon we got ½ mile off ye reef. Latitude observed, 12° 37' S. This is the narrowest escape we ever

* Point Lookout. See note 68, ante, p. 169.

† This is an error. At noon the ship was one mile distant from Lizard Island, and about nine miles from the Isles of Direction, both bearing S.E.

‡ Cook's Opening ; in latitude 14° 32' S.

§ An error ; should be 18° 31' 30" S.

|| See entry under this date in "Official Log," ante, p. 151. The carpenters fastened on an upper streak.

had, and had it not been for the immediate help of Providence we must inevitably have perished, for the ship must have sunk alongside the rocks, which were as steep as a wall, and there would have been no hopes of saving one single life in so great a surf.

1770

16 to 20 Aug.

Hawk'sw'th,
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p. 604.

17 August, 1770.—Calms and light airs. P.M., an opening being discovered in a bend of the reef, Lieutenant Hicks went to examine it, and at 2 p.m. returned with a favorable report. Nothing but danger appearing on all sides, and having no hopes of weathering the reef even if a breeze came, as ye trade blows, we should have soon beat on it, so resolved to attempt ye opening,* which was only 100 yards wide from rock to rock; accordingly, towed towards it, and at 5† p.m. run through with a light wind, a boat on each bow and two ahead towing, having a rapid tide of flood setting in. Soundings, variously from 13 to 30 fathoms, foul ground. At 4 p.m. came to with the best bower in 19 fathoms, all coral and shells; veered to a third of a cable, the opening N.E. by E. $\frac{1}{2}$ E., $2\frac{1}{2}$ miles; found the flood setting strong, from E.N.E. A.M., carpenters employed on the pinnacle; sent the rest of the boats to the reefs to get clams. Latitude in, $12^{\circ} 38' S$. Variation, $4^{\circ} 9' E$.

18 August, 1770.—Moderate and pleasant weather. At 1 p.m. low water; looked out for shoals. At 4 p.m. the boats returned; employed variously. At 6 a.m. weighed and came to sail; yawl ahead. Soundings, variously from 16 to 24 fathoms; passed by some reefs in shore and some islands. Latitude observed, $12^{\circ} 28' S$.

p. 608.

19 August, 1770.—Light breezes and fair; boat ahead sounding; saw some islands and a shoal, which we hauled up to clear; soon after saw more to windward; passed between them and close to several parcels of broken water. Soundings very irregular, so that we were obliged to keep a very good look out, a boat ahead, and an easy sail. At 7 p.m. came to in 20 fathoms loose coral, an island‡ W. by S. 2 or 3 miles, and a shoal $1\frac{1}{2}$ miles E.N.E., with several others on all sides; tide set 10 fathoms per hour. At 6 a.m. weighed and sent ye yawl ahead. At 8 a.m. ye yawl made ye signal for shoal; hauled up to clear it, and at half-past saw another extending a long way; lay to; sent the pinnacle ahead whilst the yawl made the best of her way between the shoal and the main; then followed with the ship. At 11 hauled round ye north-east of the shoal in order to weather some shoals and an island, which we did by noon, when the boats having got to leeward of their stations, and we being encompassed with islands and shoals, lay to for ye yawl; an island S.S.E. 2 miles; saw part of ye main§ N.W. 4 miles; a reef E. 2 leagues, and 5 or 8 to ye westward. Latitude, $12^{\circ} S$.

p. 609.

20 August, 1770.—Moderate breezes and clear. At 1 p.m. made sail, ye yawl on board and pinnacle in her station following the boat between a shoal and the main; passed ye small islands. Soundings, 22 fathoms. At 5 p.m. saw more islands and shoals to ye westward. At 6 p.m. came to in 16 fathoms under the lee of an island,|| distance $1\frac{1}{2}$ miles; made ye boat's signal; tide sets 1 mile an hour N.W. At 7 a.m. weighed and made sail, the pinnacle ahead. At 8 a.m. hauled up to clear a lee shoal. At 10 a.m. shoals from W. to N.E; there seems a passage to leeward; sent the pinnacle to sound it and the yawl to lie on the point of the shoal. Half-past, lay to for ye yawl to come on board. At 11 a.m. made sail, passing between some low sandy islands and shoals and the main. Latitude observed, $11^{\circ} 22' S$.

p. 609.

NOTE.—Pickersgill's log ends here.

* The opening, Cook called "Providential Channel"; by that name it is still known.

† An error; should be 3 p.m.

‡ One of the group called by Cook, Forbes's Islands.

§ Cape Grenville, named by Cook in honour of George Grenville, Prime Minister, 1763-65.

|| One of the Bird Islands.

A JOURNAL
OF THE
VOYAGE IN THE ENDEAVOUR.

BY

CHARLES CLERKE.*

1770

[Extract.]

18 to 16
April.

Hawk'sw'th,
vol. III.
p. 482.

Friday, 13 April, 1770.—Light winds and clear; sailmakers employed fitting the new foretopsail; the carpenters repairing ye yawl, and seamen working up junk; variation per several azimuths, 12° 25' E.

Saturday, 14 April, 1770.—Light airs and fair. 6 p.m., bent a new foretopsail. 9 a.m., the spritsail topsail being found on survey unfit for its proper use, it was condemned to repair ye topgallant sails; also one of ye ship's tents to repair ye second best jib; employed on ye yawl and ye sails.

p. 482.

Sunday, 15 April, 1770.—Light airs and fair; saw some flying-fish; employed as before; latter part, moderate breezes.

p. 482.

Monday, 16 April, 1770.—Fresh gales and cloudy. 10 p.m., sounded 130 fathoms, no ground; latter part, fresh breezes and cloudy.

* When Charles Clerke joined the Endeavour, prior to her departure from Deptford, he was entered in the ship's books as master's mate; but on the 19th August, 1768, a week before she sailed from Plymouth, he was, for reasons which do not appear, discharged, and entered as an able seaman. On the 16th April, 1771, when the promotions consequent on the death of the master (Robert Molineux) were made, he was again advanced to the post of master's mate, and on the death of Lieutenant Hicks (25th May, 1771) he was appointed third lieutenant, vice John Gore, promoted. Lieutenant Cook, when advising the Admiralty of his safe return, and enumerating the promotions which it had been necessary to make during the voyage, referred to Clerke as a young man well worthy to fill the vacancy caused by Gore's promotion.—(Post, p. 333.) That Cook himself had a high opinion of Clerke is proved by the fact that he entrusted him with most important positions on his two subsequent voyages round the world, namely: during the 1772-75 voyage as second lieutenant of his own ship, the Resolution; and on the 1776-80 voyage as captain in charge of the companion ship, the Discovery, and second in command to himself. On Cook's death (14th February, 1779) the sole charge of the expedition devolved upon Clerke. He did not, however, long survive his commander. During the whole of the voyage he had been suffering from consumption, contracted, according to his own statement (post, p. 425), in the King's Bench Prison, where financial difficulties appear to have landed him. To this, he succumbed on the 22nd August, 1779, when off the coast of Kamtschatka. He was buried at the harbour of St. Peter and St. Paul. A few of his letters, now published for the first time, will be found amongst the correspondence which follows these logs and journals. His last letter, post, p. 425, written a few days before his death, and addressed to his patron, Sir Joseph Banks, is very pathetic. Before embarking with Lieutenant Cook, Clerke had seen active service in various parts of the world. It is difficult to say when he first entered the Navy; but when the Seven Years' War broke out in 1756, though but fifteen years of age, he was serving on one of his Majesty's men-of-war. He was on the Bellona in her celebrated engagement with the Courageux, off Vigo, in August, 1761. At the conclusion of the war he remained in the service, and accompanied Commodore Byron, in the Dolphin, as midshipman, during her voyage round the world in 1764-66. On her return he served on the American Station, where, it is not improbable, he first met Cook. He was comparatively a young man, being but thirty-eight years of age at the time of his death.

Tuesday, 17 April, 1770.—Moderate gales and cloudy. At 5 p.m., hard squalls, close-reefed ye topsails; sounded no ground at 130 fathoms; a heavy swell from ye westward. 9 a.m., light winds, out all reefs. 1770
17 to 28
April.

Wednesday, 18 April, 1770.—Strong squalls with rain. 3 p.m., handed ye topsails and got down topgallant yards. At 6 p.m., handed ye mainsail. At 12 midnight, no ground at 125 fathoms. 7 a.m., set ye courses, &c.; saw a pintado bird. Hawk'sw'th,
vol. iii.

Thursday, 19 April, 1770.—Fresh gales and squally. At 6 p.m., handed ye topsails. At 12 midnight, lay to; no ground at 130 fathoms. At 1 a.m., made sail. At 6 a.m., saw ye land making high* bearing from N.E. by N. to W. by S., off ye nearest shore 8 leagues; made sail, bent ye best main and maintopsail; a fresh gale and cloudy. p. 483.

Friday, 20 April, 1770.—Fresh gales and cloudy. At 6 p.m., sounded 56 fathoms; ye northernmost land N.E.; an island W. 6 miles; brought to. 4 a.m., sounded 68 fathoms, made sail; ye bouys being all expended, ye captain ordered ye cooper to make caaks for that purpose; crossed a strong rippling. p. 483.

Saturday, 21 April, 1770.—Moderate breezes and pleasant; saw a smoke on ye shore. P.M., ye northernmost land N., shortened sail; sounded 44 fathoms, fine brown sand. At 12 midnight, brought to; ye high land set at noon W. by N.; 90 fathoms, ditto ground. At 4 a.m., made sail, 65 fathoms. At 7 a.m., a remarkable peak northward†; fresh breezes and fair. p. 484.

Sunday, 22 April, 1770.—Moderate breezes and fine pleasant weather. At 3 p.m., two small islands W. by S. 2 leagues. At 5 p.m., extremes of ye land at S. to N. 15 E., a remarkable bluff head‡ W. by S.; distant off shore 2 leagues; 31 fathoms, sandy ground. At 7 a.m., ye bluff head set last night S. 56 W. 3 leagues; saw a ledge of breakers N.N.E., lying off a low island; a swell from ye S.E.; off shore 5 miles; sounded 37 fathoms; saw some Indians on shore. p. 485.

Monday, 23 April, 1770.—Light airs and fair. At 6 p.m., ye Dromedary S. 18 W.; ye northern extreme of ye land N. 4 E.; sounded 74 fathoms. A.M., shifted ye main jeers end for end. 9 a.m., tacked; sounded 74 fathoms. p. 486.

Tuesday, 24 April, 1770.—Light airs inclining to calm. At 6 p.m., extremes of ye land from N. 9 E. to S. 22 W.; Pigeon-house Hill N. 49 W.; sounded 70 fathoms. A.M., fresh breezes and clear. p. 487.

Wednesday, 25 April, 1770.—Moderate and fair. At 5, extremes of ye land from N.N.W. to S.W.; Pigeon-house Hill, S.W. $\frac{1}{2}$ W.; off shore 7 leagues; shortened sail; sounded 86 fathoms. 3 a.m., wore ship and made sail. At 6 a.m., ye northernmost land N. $\frac{1}{2}$ W.; employed repairing the old sails. p. 488.

Thursday, 26 April, 1770.—Light airs and fair. At 6 p.m., extremes of ye land from S. 20 W. to N. 5 E.; sounded 48 fathoms. A.M., took ye tent-curtains to repair ye old maintopsail. p. 488.

Friday, 27 April, 1770.—Light winds and clear. At 6 p.m., extremes of ye land from S. 26 W. to N. 16 E.; tacked ship. p. 489.

Saturday, 28 April, 1770.—Moderate breezes and pleasant. At 2 p.m., sounded 17 fathoms; ye captain went away in ye yawl, but could not land for ye surf.§ At 5 p.m., extremes of ye land from N.N.E. to S.; off shore 5 miles; sounded 13 fathoms. At 6 a.m., hauled up N. by E. for a bay||; sent ye pinnace to sound ye entrance. p. 490.

* See note 4, ante, p. 159.

† Pigeon-house Hill.

‡ Point Upright.

§ See footnote to this entry in Pickersgill's Journal, ante, p. 214.

|| Botany Bay. See note 14, ante, p. 161.

- 1770 Sunday, 29 April, 1770.—[Moored in Sting-Rea Bay. The mouth of the bay from East to S.E. $\frac{1}{2}$ E., distant from the shore $\frac{3}{4}$ of a mile.]—Little wind and fair. Half-past 1 p.m., came to with ye best bower in 6 $\frac{1}{2}$ fathoms, sandy ground; hoisted ye boats out; the captain, &c., attempting to land was opposed by a few natives, who dispersed on being wounded by small shot; in ye evening they returned, having found a watering-place. A.M., a party of men and an officer on shore watering; veered away half a cable on ye best bower, and steadied her with ye stream anchor to ye N.E.; carpenters on shore wooding.
- 29 April to 12 May: Hawk'sw'th, vol. iii. p. 491.
- p. 495. Monday, 30 April, 1770.—[Moored in Sting-Rea Bay.]—Light wind and pleasant; employed wooding, watering, and repairing of ye sails; hauled ye seine, and served 3 lb. of fresh fish per man; got ye forge up.
- p. 496. Tuesday, 1 May, 1770.—[Moored in Sting-Rea Bay.]—Ditto weather; employed as before. 6 p.m., departed this life, Forby Sutherland, seaman. A.M., sent ye body on shore to be buried.
- p. 497. Wednesday, 2 May, 1770.—[Moored in Sting-Rea Bay.]—The first and latter part little wind and cloudy; ye middle, thunder, lightning and rain; employed on shore wooding and watering, on board scrubbing and cleaning ship.
- p. 499. Thursday, 3 May, 1770.—[Moored in Sting-Rea Bay.]—Moderate breezes and fair; employed wooding, &c., completed our water to 80 tons; saw twelve canoes along shore.
- (p. 500. Friday, 4 May, 1770.—[Moored in Sting-Rea Bay.]—Light winds and pleasant; employed wooding and fitting ship for sea; served fresh fish to all hands; low water, half-past 11 a.m.
- p. 502. Saturday, 5 May, 1770.—[Moored in Sting-Rea Bay.]—Light breezes, and filling ye empty water-casks and wooding; served 5 lb. of fish to all hands; draught of water forward, 14 feet 1 inch; abaft, 14 feet; pleasant weather; employed wooding, &c.; served 6 lb. of fish per man.
- p. 504. Sunday, 6 May, 1770.—At 5 a.m., hove up the best bower, and hove ahead on ye stream cable. At 8 a.m., weighed and hoisted in ye boats; employed cleaning ship.
- p. 507. Monday, 7 May, 1770.—Light winds and pleasant. Half-past 5 p.m., ye north extreme of ye land N. by E. $\frac{1}{2}$ E.; some broken land like a bay N. 48 W.,* off shore 2 $\frac{1}{2}$ leagues; sounded 32 fathoms; calm.
- p. 508. Tuesday, 8 May, 1770.—Light winds and pleasant. At 6 p.m., extremes of ye land from S.W. by S. to N.; sounded 56 fathoms.
- p. 508. Wednesday, 9 May, 1770.—Little wind and fair. At 5 p.m., extremes of ye land at N. by E. to S.S.W.; sounded 70 fathoms.
- Thursday, 10 May, 1770.—Moderate breezes and cloudy. At 6 p.m., north extreme of ye land N. by E. $\frac{1}{2}$ E. At 6 a.m., saw the land making like islands to the N.N.E.†
- p. 508. Friday, 11 May, 1770.—Fresh breezes and pleasant. Half-past 5 p.m., extremes of ye land from N. 27 E. to S.W. $\frac{1}{2}$ W.; a small high island abreast of us N. 30 W.‡; off shore 3 miles; sounded 27 fathoms. At 6 a.m. extremes of ye land from N. to S.W. by W, distant 4 leagues.
- p. 509. Saturday, 12 May, 1770.—Little wind and fair. At 6, ye north extreme of ye land N. $\frac{1}{2}$ E., 6 leagues; sounded 23 fathoms. A.M., opened a cask of

* As to whether this was Broken Bay or not, see note 16, ante, p. 162.

† Apparently the land in the vicinity of Newcastle.

‡ One of the Broughton Islands. Cook regarded the main island of this group as part of the mainland, and called it Black Head. They were subsequently named in honour of Captain W. R. Broughton, of H.M. ship Providence, who was driven in there in 1795.

beef, No. 355; contents, 189 pieces, short one piece, short of weight 32 lb. ; 1770
a cask of pork, 306 pieces, short two, of weight 5 lb. ; employed repairing 12 to 22 May.
ye longboat and sails.

Sunday, 13 May, 1770.—Ditto weather. At p.m., ye north extreme of ye Hawk'sw'th,
land N. $\frac{1}{2}$ E. ; sounded 24 fathoms ; fresh breeze and fair. vol. iii.

Monday, 14 May, 1770.—Light airs and fair ; served slops. Half-past 5 p.m., extremes of ye land from S. 7 W. to N. 11 W. ; sounded 31 fathoms ; p. 510.
distance 4 miles. 6 a.m., extremes of ye land from S. by W. to N.N.W.

Tuesday, 15 May, 1770.—Fresh breezes and cloudy, with flying showers of hail and rain. At 5 p.m., passed by an island, distant 3 miles* ; p. 510.
sounded 33 fathoms ; extremes of ye land from N.N.W. to S. by W. ; brought to under close-reefed topsails. At 6 a.m., made sail ; employed repairing ye longboat and old sails.

Wednesday, 16 May, 1770.—Fresh breezes and fair ; unbent ye mainsail and fore-topsail and bent ye old ones. At 5 p.m., saw some breakers on ye larboard bow and to ye N. by E. ; sounded 20 fathoms ; extremes of ye land p. 511.
from N.W. to S. ; off shore 5 miles ; hove to under double-reefed topsails. At 5 a.m., made sail. At 7 a.m., ye breakers, with a remarkable high peak S.W.† ; distant from them, 4 miles.

Thursday, 17 May, 1770.—Fresh breezes and clear ; unbent ye foresail and mizen and bent ye old ones. Half-past 5 p.m., ye north extreme of ye land N. by W. ; the south extreme S. $\frac{1}{2}$ W. ; the ledge of breakers‡ N.W. by W. ; sounded 37 fathoms ; shortened sail. At 12 midnight, made sail, and p. 512.
sounded every half-hour ; no ground at 50 fathoms ; employed repairing ye longboat and drawing of yarn.

Friday, 18 May, 1770.—Moderate breezes and clear. At 6 p.m., ye northernmost land N. by W. 2 or 3 leagues. At 5 a.m., the point§ set last night p. 514.
W.S.W. ; employed as before.

Saturday, 19 May, 1770.—Light airs and clear ; unbent ye main topsail and bent ye old one. At 6 p.m., ye north extreme of ye land N. $\frac{1}{2}$ W. ; p. 515.
employed drawing yarn for rope.

Sunday, 20 May, 1770.—Moderate breezes and clear. Half-past 5 p.m., extremes of ye land from N. 42 W. to S. 7 W. At 6 a.m., saw ye land ending p. 516.
in a point bearing W.S.W., a ledge of breakers running out from ye land to N.W.¶ At 8 a.m., ye point S.W. and ye end of ye breakers N.W. by N., distance off ye nearest part of them 4 miles ; soundings regular from 10 to 7½ fathoms till 11 o'clock, and from 7½ to 11 fathoms till noon ; fine white sand.

Monday, 21 May, 1770.—Ditto weather ; soundings regular, at 9½ to 11 fathoms. At 2 p.m., sent ye yawl to sound over a place that appeared like p. 517.
a shoal with breakers, but found from 5 to 7 fathoms over it. At half-past 2 p.m., passed ye tail of ye shoal, soundings irregular at 6 to 9 fathoms ; ye point of land set at noon then bearing S. 14 E. At 9 p.m., ye land S.E. by S., 8 leagues. 9 a.m., land bearing W.S.W. ; employed caulking ye decks, drawing of yarn.

Tuesday, 22 May, 1770.—Moderate breezes and clear ; soundings regular at 12 to 9 fathoms.¶ At 8 p.m., came to with ye best bower in 8 fathoms and p. 518.
veered to one-third of a cable. Half-past 12 a.m., slack water, tide fell 2 feet. 4 a.m., found ye tide to rise 1 foot 11 inches. Half-past 5 a.m., weighed and came to sail ; soundings till 8 a.m. from 8 to 9½ fathoms.

* See note 23, ante, p. 163.

† Mount Warning.

‡ These breakers were off Point Lookout. Those referred to in the previous entry were off Point Danger.

§ Double Island Point.

¶ See note 28, ante, p. 163, and this day's entry in the other journals.

¶ See note 31, ante, p. 164.

- 1770
23 May to
1 June.
Hawk'sw'th,
vol. iii.
- Wednesday, 23 May, 1770.—Little wind and clear. At 5 p.m., opened a large bay*; hoisted out the yawl to sound for an anchoring-place; extremes of ye land from S. 77 W. to N. 42 W.; soundings 6½ and 7 fathoms. At 8 p.m., anchored with ye best bower in 5 fathoms and veered to one-third of a cable. 3 a.m., tide ebbed since 12, 1½ foot. At 4 a.m., flowed 10 inches; ye boats away fishing, and ye captain, &c., examining ye country.
- p. 520. Thursday, 24 May, 1770.—Light airs and fair. Half-past 5 a.m., weighed and made sail out of the bay. At 6 a.m., saw a ledge of breakers lying off the north extreme of the bay; soundings from 13 to 20 fathoms, and till noon from 20 to 14½ fathoms.
- p. 522. Friday, 25 May, 1770.—Ditto weather. Half-past 6 a.m., extremes of ye land from ye masthead from N.W. by W. to S.E. At 9 a.m., saw land making like high island†; soundings from 16, 14, 6, and 9 fathoms.
- p. 523. Saturday, 26 May, 1770.—At 6 p.m., came to‡ with the best bower in 13 fathoms; the island passed at noon, E. 3 or 4 miles; ye northernmost island N. by W. 4 leagues; the flood set from west 1 knot 4 fathoms per hour. At 11 p.m. it was high-water; found ye tide had flowed 6 feet 3 inches. At 2 a.m., ebb E. 1 knot 6 fathoms per hour. At 4 a.m., water fallen 7 feet. At 6 a.m., weighed and came to sail. At 9 a.m., sent a boat ahead to sound; sounding till noon from 13 to 4½ fathoms.
- p. 524. Sunday, 27 May, 1770.—Little wind and fair. At 1 p.m., brought to with the best bower in 3½ fathoms, and sent the boats to ye north to sound ye passage; in ye evening they returned, having found the passage a bad one. At 6 p.m., weighed, sent a boat on each bow a sounding. At 10 p.m., came to with ye best bower in 6½ fathoms. At 7 a.m., weighed. At 10 a.m., running between the islands§; soundings from 6½ to 15 fathoms.
- p. 525. Monday, 28 May, 1770.—Moderate. At 3 p.m., passed between two small islands and ye main||; soundings, 25 fathoms; half-past 5 p.m., ye north extreme of ye main N. 6 W.; ye outer island off ye north end N. 39 W.; the south extreme S. 2 E.; an island off it S. 45 E.; brought to under ye two topsails in 30 fathoms; half-past 5 a.m., made sail; half-past 8 a.m., passed by a headland¶ and altered ye course, steering between some islands. At noon, seeing it break close ahead, hove in stays and let go ye best bower in 3½ fathoms** ; found ye tide to rise fast from E.S.E.
- p. 526. Tuesday, 29 May, 1770.—Moderate with rain. At 1 p.m., weighed and came to sail; at 6 p.m., came to with the best bower in 9½ fathoms; an opening in the main like an harbour, W. by S. 3 miles; at 4 a.m., weighed and stood towards the opening; at 8 a.m., came to with the best bower in 5 fathoms; the captain and master examining the harbour.††
- p. 528. Wednesday, 30 May, 1770.—Fresh breezes and clear. At 4 p.m., ye boats returned, and at 8 a.m. went up a river; carpenters employed caulking the quick-work.
- p. 530. Thursday, 31 May, 1770.—Fresh breezes and small rain. At 6 p.m., the captain returned, having been 8 leagues up a river. At 6 a.m., weighed and came to sail. At 8 a.m., ye river's mouth S.S.W., 5 miles. At 11 a.m., passed by some rocks; ye boats ahead sounding, 9½ fathoms.
- p. 532. Friday, 1 June, 1770.—Fresh breezes with rain; half-past 12, midday, shoaling our water suddenly to 5 fathoms, and ye boats ahead making

* Bustard Bay. See note 32, ante, p. 164.

† The high land was that in the vicinity of Cape Capricorn. See note 34, ante, p. 164.

‡ See note 35, ante, p. 164.

§ The Keppel Islands; between the two largest of which Cook sailed.

|| These islands are still known as the Two Brothers, the name Cook gave them.

¶ Cape Townshend. See entries in other journals and note 41, ante, p. 165.

** Off Shoalwater Bay.

†† Thirsty Sound. See *Hawkesworth's Voyages*, vol. iii, p. 528, *et seq.*

1770

1 to 8 June.

Hawk'sw'th,
vol. iii.

signals for a shoal, we let go ye best bower in 3 fathoms* ; sandy ground. At 3 p.m., weighed and stretched in ye offing, then bore up for a passage between some islands; half-past 5 p.m., saw some rocks ahead; came to under the lee of an island, S.E. $\frac{1}{4}$ mile; high-water at 6 p.m., then $16\frac{1}{2}$ fathoms. At 6 a.m., weighed and sailed between the islands; saw ye main to the W.N.W.; soundings from 16 to $9\frac{1}{2}$ fathoms, then to 13 regular. At 11 a.m., soundings regular to 7 fathoms; hove to and sent a boat to ye N.W. to sound. At 12 noon, made sail.

Saturday, 2 June, 1770.—Moderate and cloudy. At 5 p.m., ye north extreme, making like an island, N. 45 W.; an island N. 18 W.; 10 fathoms. At 8 p.m., came to with the best bower in 11 fathoms†; tide set from the westward. 6 a.m., weighed, the tide had risen 11 feet, set strong W.N.W.; ground uneven; from 9 to 3 and $6\frac{1}{2}$ fathoms. p. 533.

Sunday, 3 June, 1770.—Moderate and pleasant; soundings 9 and 10 fathoms. At 8 p.m., came to with the best bower in 10 fathoms.‡ At 2 a.m., slack water, tide had fallen 9 feet. At 5 a.m., weighed; the tide came from the northward, and had risen 3 feet. p. 534.

Monday, 4 June, 1770.—Ditto weather. Half-past 5 p.m., north extreme of ye straits§ in sight from N. 57 W. to N. 15 E.; ye southernmost from S. 32 E. to S. 21 E.; a small island N. 55 W. || At 6 a.m., extremes of ye land from E. 6 N. to W.; sounded 22 fathoms. p. 535.

Tuesday, 5 June, 1770.—Ditto weather. At 6 p.m., saw high land¶ W. by N.; soundings $16\frac{1}{2}$ fathoms. At 1 a.m., shoaling our water to 7 fathoms, hauled off ye land. At 4 a.m., saw land as far as W.N.W.; 8 fathoms water. p. 537.

Wednesday, 6 June, 1770.—Little wind. At 5 p.m., extremes of ye main from W. to S.E.; an hummock making like an island,** N.W. by W.; sounded 13 fathoms; employed picking oakum and mending ye boats. p. 538.

Thursday, 7 June, 1770.—Ditto weather; half-past 5 p.m., extremes of ye main from N. 83 W. to S. 40 E.; an island from N. 41 W. to N. 55 W., nearest shore 4 miles; sounded 14 fathoms. At 6 a.m., extremes of ye main from N. 21 E. to S. 70 E.; running between a chain of islands and ye main; sounded 11 fathoms. p. 539.

Friday, 8 June, 1770.—Ditto weather. At 5 p.m., sent two small boats ashore to an island††; at 6 p.m. they returned; north part of ye main N. 30 W.; opened a cask of beef, No. 542, short 12 pieces; a cask of pork complete; sailing between some small islands,‡‡ distance from each $\frac{1}{2}$ mile; sounded 9, 10, 11 fathoms. p. 539.

NOTE.—The remainder of Clerke's Journal is missing.

* Off Broad Sound. The islands mentioned in this day's entry formed part of the Northumberland Group. See note 42, ante, p. 165.

† See note to this day's entry in Lieutenant Hicks's journal, ante, p. 182.

‡ Anchored at the mouth of Repulse Bay.

§ Whitsunday Passage. So called by Cook, because he passed through it on Whitsunday.

|| Mollé Island.

¶ Cape Upstart. See note 49, ante, p. 166.

** Magnetic Island. See note 50, ante, p. 166.

†† One of the Palm Islands. See note 52, ante, p. 167.

‡‡ Called by Cook, the Family Islands.

A JOURNAL
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VOYAGE IN THE ENDEAVOUR.
BY
FRANCIS WILKINSON.*

1770

[Extract.]

13 to 18
April.Hawk'sw'th,
vol. iii.
p. 482.

Friday, 13 April, 1770.—Ditto weather. At 6 p.m., variation per azimuth, $12^{\circ} 25'$ E. ; a.m., variation per azimuth, $12^{\circ} 29'$ E. ; sailmakers employed fitting a new foretopsail, and carpenters repairing the yawl.

Saturday, 14 April, 1770.—Light airs and fair; p.m., variation per amplitude, $11^{\circ} 28'$ E. ; bent a new foretopsail; from 9 p.m. to 5 a.m., calm and fair weather. At 6 a.m., light airs; variation per azimuth, $11^{\circ} 30'$ E. At 9 a.m., the spritsail topsail was found unfit for use, condemned it to repair the topgallant sails, also took 50 yards out of one of the ship's tents to repair the second-best jib, there being neither canvas nor twine to spare for that purpose.

p. 482.

Sunday, 15 April, 1770.—Light airs and fair. At 6 a.m., fresh breezes and fair. At 10 a.m., furled first reef of topsail; saw several flying-fish; employed as occasions required.

p. 482.

Monday, 16 April, 1770.—Fresh gales and cloudy weather. At 5 p.m., lost a log and two lines. At 7 a.m., out first reef.

p. 482.

Tuesday, 17 April, 1770.—Moderate gales and cloudy hazy weather. At 1 p.m., furled first reef of ye topsails; half-past 3 p.m., wore ship. At 5 p.m., fresh gales and squally; close-reefed the topsails and handed the mizen down. At 8 p.m., wore ship. At 12 midnight, ditto weather with rain, lightning to the westward; wore ship at 4 a.m.; wore ship at 8 a.m.; dark cloudy hazy weather. At 9 a.m., calm. At 10 a.m., light airs with rain, and a heavy swell from the westward. At 11 a.m., out all reefs of the topsails. At 12 noon, fine weather.

p. 482

Wednesday, 18 April, 1770.—P.M., squally with rain. At 2 p.m., strong gales; close-reefed the topsails. At 3 p.m., handed the maintopsails and got down topgallant yards. At 6 p.m., handed the mainsail; carried away the collars of the maintopmast staysail stay; hard gales and squally, with

* Francis Wilkinson was master's mate on board the Endeavour. He had previously (1766-68) sailed round the world with Captain Wallis, in the Dolphin, apparently in the capacity of able seaman. Nothing is known of his movements after the completion of the Endeavour's voyage. In August, 1771, after the crew had been paid off, Cook recommended Wilkinson, with others, for promotion, stating that in his case a gunner's warrant would be acceptable.—(Post, p. 343.) The promotion was made, but Wilkinson could hardly have entered on his new duties, for on the 9th September following, Cook reported his death, and bespoke the vacancy for Forwood.

rain; running under the foresail and mizen staysail. At 5 a.m., set the mainsail; saw a pintado bird and several black shearwaters.* At 7 a.m., set the foretopsail; this day the carpenters finished the yawl, having been employed ever since the 9th instant. At 11 a.m., set the maintopsail; employed as occasions required.

1770

18 to 25
April.Hawk'sw'th,
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p. 483.

Thursday, 19 April, 1770.—Fresh gales and squally, with a great sea from the southward. At 6 p.m., handed the topsails. At 12, midnight, hauled up the courses and lay to. At 1 a.m., set the mainsail. At 4 a.m., fresh gales and fair, set the topsails. At 6 a.m., saw the land making high, bearing from N.E. $\frac{1}{2}$ N. to W. by S.; distant off shore 7 or 8 leagues†; out all reefs and made sail. At 8 a.m., bore up for the land; variation per azimuth, $8^{\circ} 07'$ E.; bent the best mainsail and maintopsail. At noon, fresh gales and squally weather.

Friday, 20 April, 1770.—Fresh gales and squally, with rain. At 2 p.m., set steering-sails. At 6 p.m., the northernmost land in sight N. $\frac{1}{2}$ E., an island bearing west 6 miles; brought to, the maintopsail to ye mast. At 8 p.m., sounded 67 fathoms water. At 10 p.m., wore ship. At 4 a.m., made sail. At 5 a.m., fresh breezes; saw the land, making like islands, bearing N.N.W.; variation per azimuth, $10^{\circ} 20'$ E.; the buoys being all expended, the captain ordered the cooper to make a cask-buoy; set steering-sails. At 11 a.m., crossed a strong rippling of a current.

p. 483.

Saturday, 21 April, 1770.—Moderate breezes and fine weather; saw several smokes on shore. At 6 p.m., the northernmost land in sight north; shortened sail and furled second reefs of the topsails, 44 fathoms water, brown sand; variation per azimuth, $10^{\circ} 42'$ E. At 9 p.m., little wind and fair. At 12 midnight, hauled up the foresail and brought to under the topsail; the high land set at noon W. 6 N.; 90 fathoms water. At 4 a.m., made sail, out all reefs. At 7 a.m., saw a remarkable peak bearing north, afterwards called by the captain Pigeon-house Hill.

p. 484.

Sunday, 22 April, 1770.—Moderate and pleasant weather; saw a smoke on shore. At 2 p.m., saw two islands, bearing W. by S. 2 leagues. At 5 p.m., extremes of the land from S. to N. 15 E.; a remarkable bluff head‡ W. by S.; 2 leagues off shore. At 6 p.m., shortened sail. At 10 p.m., hauled up the foresail; saw a fire on shore. At 12 midnight, brought to. At 2 a.m., wore ship. At 3 a.m., made sail, and stood in for the land; variation per azimuth, $9^{\circ} 50'$ east. At 6 a.m., the bluff set last night S. 56 W. 3 leagues; saw a ledge of breakers N.N.E. lying off a low island.§ At 9 a.m., saw several Indians on shore, distance 4 or 5 miles.

p. 484.

Monday, 23 April, 1770.—Light airs and fair weather; half-past 4 p.m., taken aback. At 6 p.m., the Dromedary sighted, and the northern extreme N. 4 E. At 4 a.m., tacked. At 9 a.m., tacked; shifted the main jeers end for end.

p. 486.

Tuesday, 24 April, 1770.—Ditto weather, and inclinable to calms. At 5 p.m., calm; the extremes of the land from N. 9 E. to S. 22 W.; Pigeon-house Hill N. 49 W. A.M., variation per azimuth $7^{\circ} 54'$ E., per amplitude $7^{\circ} 41'$ E. At 8 a.m., fresh breezes; sailmakers employed mending the sail and seamen working up junk.

p. 487.

Wednesday, 25 April, 1770.—Moderate breezes and fair weather. At 3 p.m., tacked; variation per azimuth, $9^{\circ} 15'$ E. At 5 p.m., the extremes of the land from N.N.W. to S.W.; Pigeon-house Hill S.W. by S. $\frac{1}{2}$ W.; off shore 6 or 7 leagues. At 6 p.m., furled first reefs of the topsails and shortened topsail. At 8 p.m., squally; close-reefed the topsail and handed

p. 488.

* See note 3, ante, p. 159.

† See note 4, ante, p. 159.

‡ Cook gave no name to this island. It would be that now known as Brush Island.

§ Point Upright.

- 1770 the mainsail. At 9 p.m., brought to, head in shore; 120 fathoms water; soft ground. At 2 a.m., strong gales, wore ship. At 3 a.m., wore ship, and made sail under the topsails. At 6 a.m., the northernmost land N. $\frac{1}{2}$ W.; out reefs and made sail. At 7 a.m., variation per amplitude, $9^{\circ} 36'$; per azimuth, $9^{\circ} 07'$ E.; sailmaker employed mending the sail, and seamen working up junk; at noon, moderate breezes and fair; saw several smokes on shore.
- 25 April to 2 May. Hawk'sw'ith, vol. iii.
- p. 488. Thursday, 26 April, 1770.—Light airs and fair weather. P.M., variation per azimuth, $8^{\circ} 48'$ E. At 6 p.m., calm; the extremes of the land at S. 20 W. to N. 5 E. At 7 p.m., furled first reef of the topsails. At 9 p.m., saw a fire on shore. At 2 a.m., light airs. At 9 a.m., took the tent-curtain to repair the old main topsail.
- p. 489. Friday, 27 April, 1770.—Ditto weather. Half-past 2 p.m., tacked. At 6 p.m., tacked. Extremes of the land from S. 26 W. to N. 16 E. At 12 midnight, tacked. At 2 a.m., tacked. At 6 a.m., tacked. At 10 a.m., little wind and fine clear weather.
- p. 490. Saturday, 28 April, 1770.—Moderate breezes and fine clear weather. Half-past 1 p.m., tacked and brought too, and hoisted out the boats. Half-past 2 p.m., tacked off shore 2 or 3 miles. The captain, Mr. Banks, &c., went away in the yawl.* At 4 p.m., tacked; the yawl returned, the captain not being able to land for the surf; extremes of the land at N.N.E. to S.; off shore 4 or 5 miles. At 3 a.m., saw several fires on shore. At 5 a.m., out first reef of the topsails. At 6 a.m., saw a bay†; hauled up for it; furled first reef of the topsails. At 8 a.m., tacked ship. At 9 a.m., hoisted out the pinnace, and sent the master to sound the entrance of the harbour. Half-past 11 a.m., tacked.
- p. 491. Sunday, 29 April, 1770.—[Moored in Stingray Bay, New Holland.]—Little wind and fair weather. Half-past 1 p.m., came too with the bower in $6\frac{1}{2}$ fathoms of water, sandy ground; hoisted out the boats. At 3 p.m., the captain and Mr. Banks and Dr. Sollander went on shore, and were opposed by the natives at their landing, on which account the captain was obliged to sting one with small shot; after they all retired to the woods; in the evening, the captain having found a watering-place, in the a.m. the first lieutenant and a midshipman, with a party of men, went on shore for water and to make the place convenient to water the ship; veered away to half cable on the best bower and steadied her with the stream anchor to the N.E.; the captain and gentlemen away in the pinnace. Extremes of the mouth of the bay from E. to S.S.E. $\frac{1}{2}$ E.; distance off shore, half a mile; the carpenters on shore cutting wood.
- p. 495. Monday, 30 April, 1770.—[Moored in Stingray Bay, New Holland.]—Little wind and fair. The waterers and wooders on shore as yesterday; on board, employed in the hold, armourer at his forge, the sailmaker repairing sails; sent the boat to haul the seine, and caught fish enough for all hands.
- p. 496. Tuesday, 1 May, 1770.—[Moored in Stingray Bay, New Holland.]—Ditto weather. All trades employed as before. At 6 p.m., departed this life Forby Sutherland, seaman; eleven or twelve Indians came down to the beach within a quarter of a mile of our people and behaved in a very insolent manner, the captain endeavouring by every fair means to induce a friendship with them, but all to no purpose; we observed these people have not the least rag of clothing on them.
- p. 497. Wednesday, 2 May, 1770.—[Moored in Stingray Bay, New Holland.]—These twenty-four hours little wind and fair. All trades employed as

* See this day's entry in Pickersgill's journal, ante, p. 214, and note.

† See note 14, ante, p. 161.

yesterday. 6 p.m., but little success fishing. A.M., the people on board employed scrubbing and cleaning the ship's bottom and giving her a good cleaning within board.

1770
2 to 11 May.

Thursday, 3 May, 1770.—[Moored in Stingray Bay, New Holland.]—Moderate and fair. All trades employed as before. Completed our water to 80 tons; the captain, &c., a great distance up the country to examine it; received on board a longboat load of wood. A.M., the carpenter and his crew on shore as before; dried sails; saw twelve canoes along shore fishing.

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vol. iii.
p. 499.

Friday, 4 May, 1770.—[Moored in Stingray Bay, New Holland.]—P.M., calm, in the evening light airs and clear weather. All trades employed as before; the captain, &c., examined the country; on board employed stowing wood and clearing the ship ready for sea; served fish to all hands. N.B.—Low water half-past 11 p.m.

p. 500.

Saturday, 5 May, 1770.—[Moored in Stingray Bay, New Holland.]—Light breezes. P.M., employed wooding and filling all empty casks; served 5 lb. of fish per man to the ship's company. A.M., employed fishing; draught of water, forward 11 feet 1 inch, and aft 14 feet.* Variation per azimuth, 6° 42' easterly.

p. 502.

Sunday, 6 May, 1770.—[Moored in Stingray Bay, New Holland.]—At 1 p.m., low water, the weather calm and clear. People employed wooding; the yawl returned from fishing; brought on board two skate weighing 600 lb.; served 5 lb. per man to the ship's company. At 7 p.m., high water. At 12 midnight, light airs and fair. At 5 a.m., hove up the best bower and hove ahead on the stream anchor. At 7 a.m., weighed, hoisted in the boats, and made sail. At 9 a.m., the two heads of the bay in one, bearing W. ½ S., the nearest 2 miles off.

p. 504.

Monday, 7 May, 1770.—Little wind and clear weather. Variation per azimuth, 8° easterly. Half-past 4 p.m., extremes of land to the northward. N. by E. ½ E.; some broken land like a bay N. 42 W.†; off shore 2½ leagues. At 7 p.m., shortened sail. At 6 a.m., made sail. Variation with four different compasses per azimuth, 7° 56' east. At noon, calm and clear.

p. 507

Tuesday, 8 May, 1770.—P.M., calm. Saw several smokes along shore. At 3 p.m., light airs. Variation per azimuth, 8° 25' E. Half-past 5 p.m., tacked. At 6 p.m., tacked and in first reef of the topsails; the extremes of the land at S.W. by S. to N. At 8 p.m., lost the deep-sea lead and 70 fathoms of line and two hand-leads endeavouring to clear it of the rudder. At 12 midnight, tacked. Half-past 5 a.m., taken aback. At 6 a.m., calm; half-past, light airs. Employed as occasion required.

p. 508

Wednesday, 9 May, 1770.—P.M., calm and fair. At 3 p.m., light airs. At 5 p.m., furled first reef of the topsails; extremes of the land at N. by E. to S.S.W. At 12 midnight, tacked. Half-past 7 a.m., tacked; carpenters employed repairing the longboat, sailmakers mending sails, and people employed drawing yarn for rope-making.

p. 508.

Thursday, 10 May, 1770.—Moderate breezes and cloudy. Half-past 3 p.m., tacked off shore half a mile; a bluff north, bearing N.N.E.; a small bay S.W. by S.‡ At 6 a.m. saw land N.N.E. making like islands§; made all sail.

p. 508

Friday, 11 May, 1770.—Fresh breezes and clear; running along shore saw several smokes, and land broken, making like islands. The northern

p. 508.

* An error in the original. Should be—"forward 14 feet 1 inch, and aft 14 feet."

† As to whether this was Broken Bay or not, see note 16, ante, p. 162.

‡ See note 79, ante, p. 178.

§ Probably the land near the mouth of the Hunter River.

- 1770 extremes N. 29 E. ; an opening S. by W.* Variation per azimuth, 8° 00' easterly. A.M., variation per amplitude, 9° 10' E. At 6 a.m., the extremes of the land from N. to S.W. by W.; 3 or 4 leagues off shore.
- 11 to 19 May. Hawk'sw'th, vol. iii. p. 509. Saturday, 12 May, 1770.—Little wind and fair ; saw several fires along shore. At 6 p.m., extremes of the land to the northward N. 2 E., distance 5 or 6 leagues. At 7 p.m., shortened sail. At 5 a.m., made all sail. At 7 a.m., opened a cask of beef, No. 335, contents 189 pieces, short one piece, short 32 lb. ; opened a cask of pork, No. —, contents 300 pieces, short two, 5lb. short ; employed mending the longboat and at work in the hold.
- p. 510. Sunday, 13 May, 1770.—Light airs and clear. At 6 p.m., the northern extremes N. $\frac{1}{2}$ E. ; tacked and furled first reef of the topsail. At 12 midnight, tacked ; lightning to the S.E. A.M., variation per azimuth, 9° 26' E.
- p. 510. Monday, 14 May, 1770.—Light airs and pleasant weather ; served slops to the ship's company. Variation per azimuth, 8° 13' E. At 5 p.m., extremes of the land from S. 7 W. to N. 11 W. ; off shore 4 miles ; half-past, tacked. At 5 a.m., extremes of the land from S. by W. to N.N.W.
- p. 510. Tuesday, 15 May, 1770.—Fresh breezes and fair weather. At 3 p.m., saw several smokes along shore. Half-past 4 p.m., close-reefed the topsail. At 5 p.m., passed by an island,† distance 3 leagues, extremes of from N.N.W. to S.S.W. At 7 p.m., hauled up the foresail. At 8 p.m., brought to maintopsail to the mast. At 11 p.m., made sail under the topsails ; sounded every hour, sandy ground. At 7 a.m., saw several Indians on shore.
- p. 511. Wednesday, 16 May, 1770.—Fresh breezes and fair ; saw more land to the northward. At 5 a.m., saw breakers ahead, and on the larboard bow ; half-past saw more, bearing N. by E. ; hauled off ; extremes from N.W. to S.E., distance off shore 5 miles. At 8 p.m., brought to. At 5 a.m., made sail ; half-past, saw breakers on the larboard bow. At 7 a.m., the breakers in one with remarkable high peak,‡ S.W. 4 miles ; clewed up the foretopsail to repair, repaired it and set it again, out second-reef topgallant sails.
- p. 512. Thursday, 17 May, 1770.—Ditto weather. Half-past 4 p.m., the northern extreme of the land seen from the masthead, N. by W.,§ S. extreme S. $\frac{1}{2}$ W. ; passed a ledge of breakers N.W. by W. ; a heavy swell from the S.S.E., shortened sail. At 8 p.m., brought to. At 12 midnight, moderate and fair ; made sail, sounding every half-hour, 50 to 130 fathoms. A.M., fresh breezes and fair ; saw several smokes along shore.
- p. 514. Friday, 18 May, 1770.—Moderate breezes and fair weather ; set up the maintopmast rigging. At 6 p.m., the northernmost land N. by W. 2 or 3 leagues. Variation per azimuth, 8° 44' E. At 10 p.m., brought to maintopsail to the mast. At 2 a.m., the point|| set last night W.S.W. At 5 a.m., out all reefs and made sail ; carpenters employed repairing longboat and working up junk ; sounded 24 fathoms, sandy ground.
- p. 515. Saturday, 19 May, 1770.—Light wind and clear weather. At 2 p.m., unbent the maintopsail and bent the old one. At 5 p.m., calm. Variation per azimuth, 8° 36' east. At 9 p.m., little wind and fair. A.M., set steering-sail. Variations per amplitude, 8° 23' easterly ; per azimuth, 8° 20' E.

* Port Stephens.

† The South Solitary Island. See note 23, ante, p. 163.

‡ See note 24, ante, p. 163.

§ See note 86, ante, p. 173.

|| Double-Island Point. See note to this entry in other journals.

Sunday, 20 May, 1770.—Moderate breezes and clear weather. P.M., half-past 5, the extremes of the land seen from the deck from N. 12 W. to S. 7 W.; the land seen from the masthead N.N.W. $\frac{1}{2}$ W.; distant off shore 2 or 3 leagues. Variation per azimuth, $8^{\circ} 45'$ E. A.M., fresh breezes and fair; made all sail. At 6 a.m., saw the land ending in a point bearing W.S.W.*; hauled up for it; at the same time saw a ledge of breakers running out from the land to the N.W.; sounded 17, 16, and 15 fathoms water, fine white sand. At 8 a.m., the point bearing S.W., and the end of the breakers N.W. 4 W., off the nearest part of them 3 or 4 miles.

1770

20 to 26 May.

Hawk'sworth,
vol. iii.
p. 516.

Monday, 21 May, 1770.—Moderate breezes and fair. P.M., soundings very regular from 9 to 11 fathoms water. At 2 p.m., sent the yawl to sound a place that had the appearance of being very shoal from the breaking of the water near it, but they found from 5 to 7 fathoms water on it. Half-past 2 p.m., passed a tail of a shoal; sounding regular from 6 to 9 fathoms water; the point of land set at noon then bearing S. 12 E.† At 6 p.m., the land S.E. by S. 7 or 8 leagues. From 9 p.m. to 3 a.m., calm; found a current setting to the southward 1 knot 2 fathoms per hour. At 2 a.m., light airs and smooth water. At 6 a.m., saw the land from the masthead S.E. $\frac{1}{2}$ S. At 9 a.m., saw more land to the W.S.W.; carpenters employed caulking the decks.

p. 517.

Tuesday, 22 May, 1770.—Ditto weather and clear; soundings regular from 12 to 9 fathoms. P.M., variation per amplitude, $8^{\circ} 08'$ E. At 8 p.m., came to‡ with the best bower in 8 fathoms water and veered one-third of a cable. Half-past 12 a.m., found the tide to have fallen 2 feet; slack water. At 4 a.m., found the tide to rise 1 foot 11 inches. Half-past 5 a.m., weighed and came to sail. At 8 a.m., out first reef of the topsails; carpenters employed as yesterday.

p. 518.

Wednesday, 23 May, 1770.—Little wind and clear weather. P.M., variation per amplitude, $8^{\circ} 32'$ E. At 6 p.m., opened a large bay§; sent a mate in the yawl to sound. Half-past, extremes of the bay from S. 77 E. to N. 43 W. At 7 p.m., worked into the bay. At 8 p.m., came to in 5 fathoms water with the best bower, and veered to one-third of a cable; extremes of the bay from east to N.W. $\frac{1}{2}$ W.; off shore 2 miles. At 12,|| found the tide had flowed 10 inches, and veered away to one-third of a cable; the captain on shore with the pinnace, &c.; yawl fishing.

p. 519.

Thursday, 24 May, 1770.—Light airs and fine weather. At 1 p.m., hove in to one-third of a cable. At 4 p.m., the boats returned without success. Half-past 4 a.m., weighed and came to sail out of the bay. At 5 a.m., saw a ledge of breakers lying off the northern extremes of the bay. Half-past 7 a.m., passed the breakers.

p. 520.

Friday, 25 May, 1770.—Ditto weather. P.M., caught some fish of the schnapper kind. Half-past 4 p.m., extremes of the land from the N.W. by W. to S.E.; sounded 14 fathoms water. At 10 p.m., brought to. At 11 p.m., wore ship. At 4 a.m., moderate and fair; made all sail; crossed the tropic of Capricorn. At 7 a.m., a headland¶ in one with a bluff W. by N. At 8 a.m., high land making like islands N.W.**

p. 522.

Saturday, 26 May, 1770.—Light breezes and fair weather. Soundings regular from $9\frac{1}{2}$ to 10, 11, and 12 fathoms water. Variation per amplitude

p. 523.

* The point, Cook called Sandy Cape, and the ledge of breakers, Breaksea Spit. Both names have been retained.

† Sandy Cape.

‡ See note 31, ante, p. 164.

§ Bustard Bay. See note 32, ante, p. 164.

|| Should be—"At 4 a.m. found the tide had flowed 10 inches." See entry in Hicks's log, ante, p. 181, and other journals under this date.

¶ Cape Capricorn. See note 34, ante, p. 164.

** The Keppel Islands. See note 35, ante, p. 164.

1770 and azimuth, 7° 28' E. At 6 p.m. to 7 a.m., calm. At 6 p.m., came to* with the best bower in 13 fathoms water, soft mud; the island passed by at noon bearing east 3 or 4 miles; the northernmost island now 4 leagues. At 11 p.m., high water; found the tide had flowed 6 feet 3 inches. At 4 a.m., found the tide to have fallen 7 feet. Half-past, slack water. At 6 a.m., weighed and came to sail, sailing between the islands and main. At 10 a.m., shortened sail when shoaling our water to half less 3 fathoms; sent a mate in the yawl sounding ahead.

p. 524. Sunday, 27 May, 1770.—Little wind and fair. Came to with the best bower; sent the boats to the west to sound. At 5 p.m., the boats returned; the master reported the passage was bad. At 6 p.m., weighed and came to sail; boats at the bow sounding. At 10 p.m., came to with the best bower in 6 fathoms water, and veered to quarter of a cable. At 7 a.m., weighed and came to sail with the pinnacle and yawl, with the master and mate sounding for a passage to the eastward between the islands. At 10 a.m., the boats returned; hoisted them in and made sail; the outermost island S.E. a mile; sounded 14 fathoms water. At noon, no ground with a hand-line.

p. 525. Monday, 28 May, 1770.—Moderate breezes and pleasant weather. At 3 p.m., passed near two small islands† and the main. Half-past 5 p.m., the northern extremes of the main N. 6 W.; the outer island off the northern end N. 39 W.; the southern extremes S. 2 E.; an island off it S. 45 E.; in first and second reefs of the topsails. At 6 p.m., handed the mainsail and mizentopsail and shortened sail, and brought to under the fore and maintopsail, with the maintopsail to the mast. At 12 midnight, wore ship. A.M., half-past 5 a.m., made sail. Half-past 8 a.m., passed by a headland‡ and altered our course, steering between some islands. At 11 a.m., sent a mate ahead to sound. At noon, shoaling our water to 7 fathoms, and the yawl making the signal that the water still shoals, and at the same time seeing the water break close ahead, let go the best bower anchor and veered away to half a cable; then had 3½ fathoms water; found the tide to set from the E.S.E. and rise very fast; the northern extreme of the main in sight N. 88 W.; several islands to the westward and southward; distance from the nearest 2 or 3 miles.

p. 526. Tuesday, 29 May, 1770.—Moderate gales and cloudy weather, with rain. Sent a mate away sounding. At 2 p.m., weighed and came to sail, the yawl ahead. At 6 p.m., came to with the best bower in 9 fathoms water and veered to half a cable strain; an opening in the main, which has much the appearance of a harbour, W. by S., distant 1 league.§ At 3 a.m., slack water; found the tide to flow 14 feet. At 5 a.m., the master and mate sounding in the boats the opening seen last night. At 6 a.m., weighed and stood towards it. At 8 a.m., anchored with the best bower in 5½ fathoms water, and veered to one-third of a cable; extremes of the mouth of the harbour at N. 75 E. to N. 33 E.; distance off shore quarter of a mile; an island open with the harbour's mouth, N. 40 E. Half-past 10 a.m., slack water; the captain and master in the boats examining the harbour.

p. 528. Wednesday, 30 May, 1770.—Fresh breezes and clear weather. At 4 p.m., the master returned, being then high water. At 5 a.m., the captain went on shore to survey the harbour, and at 6 a.m., he proceeded up the river; carpenters employed caulking the quickwork.

p. 350. Thursday, 31 May, 1770.—Ditto weather. At 6 p.m., the captain returned, having been 2 leagues up a river or a lagoon; employed clearing ship for sea. At 6 a.m., weighed and came to sail. At 8 a.m., the river's

* See note 35, ante, p. 164.

† The Two Brothers. See note 40, ante, p. 165.

‡ Cape Townshend. See note 41, ante, p. 165.

§ Thirsty Sound. See entries in other logs under this date, and notes thereon; also, *Hawkesworth's Voyages*, vol. iii, p. 528, et seq.

mouth-bore S.S.W., distant 5 miles ; depth of water, 10 fathoms. At 11 a.m., passed by rocks ; sent the pinnace ahead to sound a passage between some islands.

1770

81 May to
5 June.

Friday, 1 June, 1770.—Fresh breezes and cloudy weather, with rain. Half-past 12 p.m., shoaling our water suddenly to 5 fathoms, and the signal being made in the pinnace for shoal water, let the best bower in 3 fathoms of water ; sandy ground. Half-past 3 p.m., weighed, the pinnace ahead, and stretched into the offing. At half-past 4 p.m., bore up for a passage between some islands. Half-past 5 p.m., saw some rocks ahead. Half-past 5 p.m., came to under the lee of an island, it bearing S.E. $1\frac{1}{2}$ miles, and veered to half a cable. At 6 a.m., weighed and came to sail between the islands, having the tide of ebb against us. At 9 a.m., saw the main as far as 10° N.W. At 11 a.m., shoaled our water ; hove to and sent the yawl to the N.W. to sound. At noon, fresh breezes and fair ; made sail after the boat.*

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vol. iii.
p. 532.

Saturday, 2 June, 1770.—Moderate breezes ; the yawl ahead ; soundings very regular from 6 to 7, 8, 9, 10 fathoms water. At 5 p.m., made the signal for the yawl. At 6 p.m., the northernmost extremes of the land making like an island N. 45° W. ; some land like islands N. 18° W. at the same time ; [hoisted] the yawl up. At 8 p.m., came to with the best bower in 11 fathoms water, and veered to half-cable service.† At 10 p.m., found a slow motion of a tide setting to the westward. At 1 a.m., slack water. Half-past, the ship tended and rode ahead of her anchor ; found the tide had risen 2 feet. At 5 a.m., began to heave ; the tide risen 9 feet. At 6 a.m., weighed and came to sail ; tide risen 11 feet and set strong from the W.N.W. Variation per amplitude, $6^{\circ} 45'$ E. Set steering-sails. At 10 a.m., saw more land to the N.W. ; the yawl sent ahead to sound ; the ground very uneven ; sounded from $12\frac{1}{2}$ to 11, from 11 to 6, 5, and $4\frac{1}{2}$ fathoms water. p. 533.

Sunday, 3 June, 1770.—Moderate and pleasant weather ; the boat ahead. At 4 p.m., steered for an opening. Half-past 5 p.m., made the signal for the boat. At 8 p.m., came to with the best bower in 10 fathoms water.‡ At 10 p.m., found the tide to set to the northward. At 5 a.m., weighed and came to sail. Variation per amplitude, $6^{\circ} 57'$ E. At 8 a.m., found the opening mentioned last night§ had low land running across it ; hauled up for the islands.|| At 10 a.m., saw another opening,¶ bearing N. by E. p. 534.

Monday, 4 June, 1770.—Moderate breezes and clear weather. At 1 p.m., running between the main and a chain of islands, distant from the main 1 mile, and from the islands 2 miles. At 4 p.m., saw two Indians in a canoe with an outrigger, the largest we have seen on the coast. Half-past 5 p.m., the northernmost extremes of the straits in sight from N. $57^{\circ} 30'$ W. to N. 15° E., ye southernmost extremes from S. 32° E. to S. 21° E. ; a small island** N. 55° W., distant from the nearest shore 4 or 5 miles. At 3 a.m., brought to. At 5 a.m., made sail. At 6 a.m., extremes of the land from E. by N. to W. p. 535.

Tuesday, 5 June, 1770.—Moderate and fair weather. Carpenters employed repairing the pinnace. At 6 p.m., saw land bearing W. by N. At 8 p.m., abreast of some high barren land.†† At 1 a.m., upon shoaling our water from 11 to 7 fathoms, hauled from the land. At 5 a.m., variation per amplitude, $5^{\circ} 27'$ E. At 6 a.m., saw land extending as far as W.N.W. p. 537.

* The islands, mentioned in this day's entry, belong to the Northumberland Group. See note 42, ante, p. 165.

† See note to this day's entry in Lieutenant Hicks's journal, ante, p. 182.

‡ Anchored for the night at the mouth of Repulse Bay.

§ The bay referred to, Cook called Repulse Bay. See note 44, ante, p. 166, and other journals.

|| The Cumberland Isles.

¶ Whitsunday Passage. See note 45, ante, p. 166.

** Now known as Mollé Island.

†† Cape Upstart—so named by Cook, "because it rises abruptly from the low lands which surround it."

1770 Wednesday, 6 June, 1770.—Little wind and fair. Carpenters employed
6 to 11 June. as yesterday. At 5 p.m., extremes of the main from W. to S.E.; a hummock
Hawk'sw'th, appearing like an island* N.W. by W. A.M., variation 5° 31' easterly.
vol. iii.
p. 539.

Friday, 8 June, 1770.†—Light airs, inclinable to calms. Running
between a chain of islands and the main; saw several smokes along shore.
At 5 p.m., the first lieutenant went on shore in the yawl and jollyboat to
the island.‡ At 6 p.m., he returned; ditto, hoisted in the boats; the
northernmost point of the main N. 30 W. Half-past 6 p.m., made sail;
distance from the nearest shore half a mile. At 12 midnight, little wind
and fair. At 2 a.m., hauled up for an opening.§ At 3 a.m., saw land, run
across it, bore away. At 6 a.m., hauled up for an opening between an
island and the main. At daylight saw some breakers in the passage; bore
away and round the island; opened a cask of beef, No. 42, short 12 lb.;
opened a cask of pork, tally. At 11 a.m., steering between some small
islands||; saw several Indians.

p. 539. Thursday, 7 June, 1770.†—Light airs, inclinable to calms. At 5 p.m.,
variation per amplitude, 5° 26' E. Half-past, extremes of the main from
N. 83 W. to S. 40 E.; an island from N. 41 W. to N. 55 W.; distance
from the nearest shore 4 or 5 miles. A.M., variation per amplitude, 5° E.
At 6 a.m., extremes of the land from N. 21 E. to S. 70 E. Carpenters
employed as before, and seamen picking oakum. At 9 a.m., punished
Thomas Dunster, marine, with a dozen lashes for theft. Half-past 11 a.m.,
saw a large canoe with Indians. At noon, steering for an opening between
the islands and the main; at the same time saw numbers of smokes along
shore.

p. 540. Saturday, 9 June, 1770.—Ditto weather. At 6 p.m., the northernmost
extremes of the land N. 30 W., 4 or 5 leagues; soundings regular from 12
to 17 fathoms water. At 6 a.m., the northernmost extremes of the land
N.N.W. Variation per amplitude, 4° 53' E. At noon sailing between ye
islands and the main¶; distance from each other 1 mile.

p. 542. Sunday, 10 June, 1770.—Fresh breezes and clear. Half-past 1 p.m.,
shortened sail and stood in for a bay; sent a mate in the yawl to sound ahead.
At half-past 2 p.m., came to with the best bower in 4½ fathoms of
water; extremes of the bay** from S. 79 E. to S. 70 W.; a low island in the
offing N. 30 E.††; distance from the shore 2½ miles; the captain on shore
in the pinnace. At 12 midnight, weighed and made sail out of the bay;
sounding regular from 11 to 14 fathoms water. At 6 a.m., place sailed from
S.E. 5 miles. At 6 a.m., extremes of the land from S.E. to N. 27 W.
Half-past 11 a.m., passed by some low sandy islands‡‡; people employed
as occasions required.

p. 544 Monday, 11 June, 1770.—Moderate and fair weather. Sailing along shore;
distance off 3 or 4 leagues. At 3 p.m., saw two low sandy keys bearing
N.E., distant 4 or 5 leagues. At 5 p.m., saw some rocks breaking above
water, bearing N. by W. 2 or 3 leagues. At 6 p.m., shortened sail and
double-reefed the topsails and hauled off shore. Sounded from 1 p.m. till 9
p.m., regular, from 14 to 20 fathoms water. At 9 p.m., passed over a bed of

* Magnetic Island. See note 50, ante, p. 166.

† This error in the order of dates occurs in the original.

‡ The island was one of the Palm Islands. The First Lieutenant (Zachary Hicks) was
accompanied by Banks and Solander.

§ Rockingham Bay. See note 54, ante, p. 167.

¶ Called by Cook the Family Islands.

¶¶ The islands Cook called Fitzroy Isles; the point of the main, off which they lie, he
called Cape Grafton, evidently in honour of Augustus Henry Fitzroy, third Duke of
Grafton, and Prime Minister of England.

** Trinity Bay. Cook discovered it on Trinity Sunday.

†† Green Island.

‡‡ These islands are still known as Low Islets.

coral rocks ; soundings from 20 to 17 fathoms, and standing on a cable's length farther the ship struck on some rocks ; clewed up all sails and hoisted out the boats and sounded round the ship, and found she was upon the edge of a bank of coral which lay to the north-west of her ; carried out the stream anchor with two hawsers to the southward and hove taut ; meantime got down topgallant yards and struck yards and topmasts, the ship still forcing into shoaler water upon the bank and striking very hard. At 3 a.m., carried out the coasting-anchor and cable to the S.W. At 4 a.m., hove taut on the coasting-anchor, and employed all hands clearing ship ; hove hoops, staves, empty casks, and oil-jars overboard, as well to lighten her as to clear away for heavier articles ; meantime carried out the spare and ketch anchor to the S.W. and hove taut. At 7 a.m., started 30 tons of water and hove some of the boats and carpenter's condemned stores overboard ; got all the stones and iron ballast out of the hold, with a great quantity of firewood, hove overboard. At 8 a.m., to add to our misfortunes, found the ship had sprung a leak ; cut the head of the spare topmasts off to come at the two foremost pumps ; got three pumps to work, the fourth being choked ; meantime carried out the best bower anchor and cable to the westward, and hove the six carriage-guns overboard that were upon deck. At noon, light airs and fair weather ; the ship lies now with three streaks heeled to starboard ; latitude observed, $15^{\circ} 45' S$.

1770

11 to 13
June.Hawk'sw'th,
vol. iii.

Tuesday, 12 June, 1770.—These twenty-four hours light airs and clear weather. Employed at the pumps and clearing ship ; carried out the small bower anchor to the westward, and lashed blocks to both cables and reeved hawsers and hove taut on all the five anchors. At 4 p.m. it was low water, which we could perceive by some part of the bank being dry, but the rise and fall does not extend 3 or 4 feet. At 5 p.m., found the tide began to rise ; hove a fresh strain and tried every method our situation would admit of to heave her off ; found the leak did not gain on the three pumps. Half-past 9 p.m. the ship floated, and at 10 p.m. hove her afloat ; veered away on the stream cable and small bower and brought the best bower and coasting-anchors ahead in 15 fathoms water, muddy ground ; found it impossible to save the small bower, so cut it away at a whole cable. At 1 a.m., sent the longboat to weigh the spare stream anchor ; purchased the anchor, but lost the cable amongst the rocks ; people employed at the pumps and shifting the coasting-cable and spare stream hawser forward from the quarter ; the leak gained on the pumps these last four hours ; had 3 feet 9 inches water in her hold. At 5 a.m., sent the longboat to weigh the stream anchor and run it out to the S.S.E. for to warp the ship to windward ; hove taut on the warp and hove up the best bower and coasting anchors and got up the foretopmast and foreyard ; the pumps gained on the leak these four hours. At 9 a.m., warped ahead ; some hands employed sewing hair, wool, and oakum into a lower steering-sail to fother the ship. At 11 a.m., weighed and came to sail with a light air at E.S.E. Sent the pinnace ahead to tow and the small boat to lie on the edge of the bank. At noon, the dry bank bore north, distance $1\frac{1}{2}$ miles ; got up the maintopmast and main-yard.

p. 547.

Wednesday, 13 June, 1770.—Light airs and fair weather. Standing off the shoal into the main ; soundings regular from 15 to $17\frac{1}{2}$ fathoms, white sand ; it being suspected that the ship suffered most on her starboard side, fothered there, and presently after the leak decreased so much as to keep her clear with one pump with ease. Half-past 5 p.m., came to with the coasting-anchor. At 8 p.m., found the ship made 15 inches per hour. At 4 a.m., fine clear weather. Half-past 5 a.m., weighed and came to sail. At 6 a.m., sent the pinnace ahead to sound. At 9 a.m., passed two small low islands,* distance off the main 4 leagues. At 10 a.m., got up topgallant yards.

p. 551.

* Hope Islands. See note 63, ante, p. 168.

- 1770
14 to 20
June.
Hawk'sw'th,
vol. iii.
p. 555.
- Thursday, 14 June, 1770.—Moderate breezes and fair. The pinnace ahead sounding; from 12 to 4½ fathoms water. Half-past 2 p.m., saw an opening that had the appearance of a harbour, bearing W.S.W. 4 or 5 miles; stood off and on whilst the master and a mate went with the pinnace and yawl to sound. At 6 p.m., brought to with the spare anchor, which is now used as a small bower, having lost the other as remarked in 5½ fathoms water; extremes of the land from N. to S.S.E., the opening S.W. by W. 3 or 4 miles; the boats upon sounding found this harbour inconvenient for the ship; the pinnace ran along shore. At 8 p.m., she returned, and reported of a very good harbour 2 or 3 leagues to the north-westward. At 5 a.m., weighed and made sail; pinnace and yawl ahead sounding; irregular, muddy ground. At 9 a.m., came to with the best bower in 4 fathoms water and veered to one-third of a cable; extremes of the land from N. 20 E. to S. 28 E.; last anchoring-place S. 25 E. 7 miles; the mouth of the harbour S. 63 W. 1½ miles; a shoal N. 49 E. 2 miles. At noon, the captain and master went in shore to buoy the channel into the river; carpenters employed repairing the pump that was bad.
- p. 554.
- Friday, 15 June, 1770.—A fresh trade and cloudy weather with rain. P.M., got down topgallant yards, unbent ye mainsail and some of the small sails. At 8 p.m., veered to two-thirds of a cable. A.M., got in the jibboom and spritsail yard; condemned the fore topgallant sail, and converted part of it for parcelling for the bad pump; condemned the topgallant bowline for woolding it; some hands employed splicing some hawsers that were cut among the rocks ye 11th and 12th instant.
- p. 555.
- Saturday, 16 June, 1770.—Ditto weather. At 6 a.m., the weather a little more moderate. Hove ahead, but the gale increasing veered away as before.
- p. 555.
- Sunday, 17 June, 1770.—The first and middle part ditto weather, the latter fresh breeze and fair. At 7 a.m., weighed and came to sail. At 8 a.m., she struck on the bar. At 9 a.m., she backed off; soon after coming too near the weather shore she grounded; carried out the stream anchor; hove taut and turned all hands to, to get the booms and spars over the side for a raft; at the same time got the foreyard and foretopmast and foretopsail yards down upon the raft. Low water at 11 o'clock.
- p. 556.
- Monday, 18 June, 1770.—Fresh breezes with rain. At 1 p.m., got the ship off and warped her alongside of the steep beach on the north* side the river, having two hawsers fast to the trees, the best bower on the starboard bow in the stream, and the stream anchor run out on the starboard quarter; employed getting the anchors and cables all on shore, six hawsers. A.M., made a stage from the ship to the shore; landed all the empty casks and all the dry provisions and stores; erected two tents, the one for the provisions and stores and the other for the sick; sent a boat to haul the seine. At noon, they returned without success; ditto, low water.
- p. 557.
- Tuesday, 19 June, 1770.—Ditto weather. P.M., employed landing provisions and stores; sent all sails that are unbent on shore. A.M., got the four guns out of the main hold and mounted them on the quarter-deck, and got a spare bower anchor out of the hold and put ashore; also landed the remaining part of the stone ballast. Latitude observed, 15° 26' 30" S., and longitude observed, 214° 15' W.
- p. 558.
- Wednesday, 20 June, 1770.—Ditto weather. P.M., got most of the ground tier of butts on shore, many of which were quite rotten and would not bear rolling, and got most of the boatswain's and carpenter's stores on shore. A.M., got a spare windlass and the remainder of the ground tier on shore, with two spare caps and sundry other articles and stores.

* This is an error; the ship was careened on the south bank of the stream. This error occurs in several of the other journals as well as in the "Official Log."

Thursday, 21 June, 1770.—Moderate and fine weather. Employed cleaning and getting ready to haul the ship on shore ; in trimming the coals aft heard the leak just under the starboard bow abreast of the foremast ; employed getting the coals on shore ; boiled wheat for the people's breakfast.

1770

21 to 30
June.Hawk'sw'th,
vol. iii.
p. 559.

Friday, 22 June, 1770.—Fresh breezes and fair. P.M., employed landing the coals, and the gunner got out all his powder and stores. At 4 p.m., cast loose and warped up the river a cable length to the bank, where the ship is to ground to examine her leak. At 8 p.m., it being high water, hove her head close up on shore ; draught of water forward 7 feet 9 inches, aft 11 feet 6 inches, her head in among the mangrove-trees and her stern in $3\frac{1}{2}$ fathoms water. At 2 a.m., the tide left the ship dry forward ; carpenters examined the leak and found four of the planks cut through with the rocks ; likewise found a piece of rock in her bottom and several of her streaks much damaged ; also found much of the sheathing-board off the larboard bow and sundry other damages. At 10 a.m., the carpenters began to work upon her, it being two hours' ebb ; some hands employed on shore making a well for water ; unbent the maintopsail and sent it on shore to mend ; sent the longboat to take up the stream anchor, the ship being fast to the shore by a messenger, and had a 6-inch hawser to the spare stream anchor out in the river for a sternfast.

Saturday, 23 June, 1770.—Ditto weather. Carpenters employed on the ship's bottom and seamen scraping her bottom. A.M., carried out the other stream anchor astern ready to heave off by ; carpenters employed sheathing the new plank ; seamen employed cleaning ship between decks ; sent a boat to haul the seine. At noon, they returned with little success ; sailmakers employed on the maintopsail. p. 559.

Sunday, 24 June, 1770.—Strong breezes and fair weather. P.M., carpenters finished the starboard side ; sent a boat to haul the seine ; people employed trimming everything over for heeling the other side. At 6 p.m., the boat returned without any fish. At 9 p.m., hauled the ship a little off and heeled her on the other side. A.M., carpenters employed on the sheathing on the larboard side. p. 560

Monday, 25 June, 1770.—Ditto weather. P.M., carpenters employed as before. A.M., sent a party to fill water. p. 561.

Tuesday, 26 June, 1770.—Ditto weather. Carpenters finished their work on the larboard bow ; a party filling water and getting empty casks under the ship's bottom to float her off the next flood. p. 563.

Wednesday, 27 June, 1770.—Ditto weather. P.M., carpenters employed repairing the longboat ; lashed casks under the ship, in order to get her off if possible next high water. At 6 p.m., hove a great strain to no purpose ; got 19 tons of empty casks under her ready for the next high-water ; carpenters employed caulking ; high-water. Three-quarters past 11 p.m., hove a great strain upon both anchors, but the tide did not rise near so high as last night. At daylight, got a considerable quantity of stores forward and articles forward from aft to ease the ship ; some hands employed landing the casks from under her bottom, the captain having lost all hopes of getting her off till next spring tides ; carpenters employed fitting stocks to anchors. p. 563.

Thursday, 28 June, 1770.—Ditto weather. P.M., people employed on the rigging and watering and coopers repairing casks. p. 563.

Friday, 29 June, 1770.—Ditto weather. Employed as before. P.M., the captain went on shore to attend an observation of Jupiter's satellites and sent a boat to haul the seine ; they returned with 154 lb. fish. p. 564.

Saturday, 30 June, 1770.—The first part ditto weather, the remainder light airs with rain ; employed as before. A.M., the boat returned from fishing with 254 lb. of fish ; carpenters employed cutting wood. p. 564.

- 1770**
1 to 9 July.
 Hawk'sw'ith,
 vol. III.
 p. 565.
- Sunday, 1 July, 1770.**—Light breezes and cloudy. P.M., employed as yesterday; a boat from fishing with much the same success. A.M., a man from every mess fishing, the rest on shore to refresh.
- Monday, 2 July, 1770.**—Ditto weather. P.M., employed fishing and refreshing. A.M., the master in the pinnace went to the eastward to find a passage between the reefs; coopers and carpenters employed as yesterday.
- Tuesday, 3 July, 1770.**—P.M., carpenters employed repairing the boats; lashed cask under the ship's bottom, in order to get her off if possible next high-water. At 6 p.m., hove a strain to no purpose. A.M., sent a boat fishing, and a party of men having been out all night in quest of some wild beast* that we have seen frequently, returned without success. At noon, the master returned, having found a passage; he also brought on board a great quantity of cockles or large clams and other small shellfish, with which the reef abounds; served them out to all hands; the boat fishing with the same success as usual.
- Wednesday, 4 July, 1770.**—Strong gales and fair weather. P.M., employed as yesterday. At 7 p.m., hove the ship afloat and landed the spars and empty cask that was under her. A.M., employed trimming ship to bring her on an even keel; got up the foretopmast and the topsail yard across, and shifted the provisions and stores from aft forward.
- Thursday, 5 July, 1770.**—Moderate and fair; examined the bank on the south side the river, and shifted the stream anchor in order to heave her on at high-water. Half-past 8 p.m., hove her on the bank to examine her under the main chains on the larboard side, where we knew the sheathing-board was beat off upon the rocks. At 2 a.m., it being low water, but the tide did not fall above 5 feet. At daylight got a purchase on the best bower anchor to heave her off at high water; some hands employed on the rigging.
- Friday, 6 July, 1770.**—P.M., ditto weather. At 2 p.m., low water; had 4 feet under the ship; the carpenter examined her and found three streaks of her sheathing-board off, about 7 or 8 feet long each, and found the main plank damaged; this report agrees perfectly with the master's and some others that had been down under her bottom; bent the coasting-cable to a bower anchor at the tents to assist in heaving her off at high water; hove her off the bank and hove her alongside, where we cleared ship. A.M., got a stage made from the ship to the shore; got on board 8 tons of water for the ground tier of the after hold; got the provisions out of the main hold into the after hold.
- Saturday, 7 July, 1770.**—Ditto weather. P.M., employed in the after hold. A.M., got the coals in. 8 a.m., cleaned the spirit-room to receive them; got all the spirits down the after hold; got the spare anchor and other sundry stores; stowed the iron ballast that belongs to the main hold alongside the pump-well.
- Sunday, 8 July, 1770.**—P.M., light airs; employed getting on board stores; opened a cask of pork (one piece short), and a cask of beef, No. 540, containing 190 (one piece short, and of weight 24 lb.) A.M., fresh wind and fair; the master went out in the pinnace to examine a seaway passage through the reef; cleaned ship and a boat fishing.
- Monday, 9 July, 1770.**—Ditto weather. P.M., the master returned, having been 7 leagues out sounding, without being able to bring a satisfactory account of a passage; in coming in over the nearest reef he met with a number of turtle and struck three, weight 900 lb.; employed on board taking the ground tier; the seine has less success lately. A.M., the master and self went out to the reef in quest of turtle; served turtle to all hands.

* Kangaroos. See note 99, ante, p. 174.

Tuesday, 10 July, 1770.—Moderate and fair. P.M., employed in the hold. **1770**
At 10 p.m., the small boat returned from the reef without success. A.M., 10 to 21 July.
sent the yawl to the reef.

Wednesday, 11 July, 1770.—Ditto weather; employed as yesterday. **Hawk'sw'ith,**
P.M., the longboat with the second lieutenant and master returned with **vol. iii.**
one turtle and some clams; the second lieutenant* caught the turtle in the **p. 572.**
yawl; left the yawl on the reef with a petty officer, four men, and two days'
provisions, in quest of more.

Thursday, 12 July, 1770.—Ditto weather. P.M., employed stowing the **p. 575.**
hold and rigging the ship with all expedition; a quantity of our bread being
spoilt by wet, some hands employed on shore drying and cleaning it; I
brought on board in the yawl two turtle and a large skate. At 4 a.m.,
went out with the yawl to ye reef.

Friday, 13 July, 1770.—Light breezes; employed wholly as before; got **p. 575**
on board all provisions. At 11 p.m., returned in the yawl with two turtle
and one skate; sent the yawl to the reef.

Saturday, 14 July, 1770.—Ditto weather; got a quantity of stone ballast **p. 577.**
into the bread-room to trim the ship; employed rigging and stowing the hold;
this day the second lieutenant shot one wild beast,† weight 28 lb. gross.

Sunday, 15 July, 1770.—Ditto weather; employed as before. A.M., the **p. 577.**
pinnace went out to the reef in quest of turtle, and the longboat fishing the
remainder of this day; the people refreshing.

Monday, 16 July, 1770.—P.M., ditto weather; the A.M., close foggy **p. 578.**
weather. At 10 p.m., returned in the yawl with four large turtle and one
skate. At 3 a.m., went out in the yawl to the reef; got on board some of
the spare spars; put a topsail yard between decks and a spare cable.

Tuesday, 17 July, 1770.—P.M., moderate and fair; got the best bower **p. 579.**
cable into its place, and got all the firewood on board. A.M., the pinnace
returned with three turtle, two of which she received from the yawl.

Wednesday, 18 July, 1770.—Fresh breezes and fair. P.M., the master **p. 579**
went to the northward to look for a passage, and hove the ship a little more
into the stream to prevent her taking ground; riggers employed as before;
bent the maintopsail and topgallant sail; returned in the yawl with three
turtle. A.M., struck the tents and got them and the armourer's forge on
board; bent the mainsail, and got on board a turn of water for present use;
some of the natives came to the ship.

Thursday, 19 July, 1770.—Ditto weather. P.M., employed getting every- **p. 580.**
thing from the shore. A.M., scraped and greased the top and topgallant
mast; several Indians on board the ship. At 9 a.m., they went on shore
and fired all the country round about us, and we with difficulty saved
Mr. Banks's marquees; they continued the fire notwithstanding the captain
made signs to the contrary; the captain wounded one with small shot,
which effectually dispersed them; in about two hours they returned with-
out their arms, and seemingly very good friends.

Friday, 20 July, 1770.—Ditto weather; employed as yesterday and berth- **p. 580.**
ing the ship into the river. At midnight the master returned and reported
there is no passage to the northward. A.M., the captain and master went
out to the bar to sound and place the buoys.

Saturday, 21 July, 1770.—Ditto weather. P.M., sent the pinnace to haul **p. 584.**
the seine; in the evening returned in the yawl with one turtle, which
we caught in the net, and the wind blew so fresh on the reef that we could
not give chase to any. A.M., at 5 a.m., I set out to the reef in the yawl.
At half-past 6 a.m., we returned, the wind was so strong; boatswain
employed making rope on shore.

* John Gore.

† A kangaroo shot by Lieutenant Gore. See note 99, ante, p. 174.

- 1770 Sunday, 22 July, 1770.—Fresh breezes and fair. P.M., boatswain employed making rope; in the evening he brought on board 100 fathoms of 3-inch. A.M., employed as before; sent a party of men to cut greens; served turtle to one-third ship's company; sent the yawl out to the reef.
- 22 July to 3 Aug. Hawk'sw'th, vol. iii. p. 584. Monday, 23 July, 1770.—Ditto weather. Boatswain employed as yesterday and the pinnace a fishing.
- p. 584. Tuesday, 24 July, 1770.—Ditto weather. Employed as before. A.M., struck topgallant mast and fixed new backstays.
- p. 585. Wednesday, 25 July, 1770.—Ditto weather and fair. Caught fish enough for the sick. A.M., I returned in the yawl from the reef without success, as it has blown a fresh gale for several days past; boiled mountain cabbage in the pease.
- p. 586. Thursday, 26 July, 1770.—Ditto weather. Employed working up junk for making ropes; served turtle to the ship's company.
- p. 586. Friday, 27 July, 1770.—Fresh gales and cloudy. Filled all the empty casks; a party of men employed brooming and cutting firewood. A.M., Lieutenant Gore shot a beast, weight 80 lb.*
- p. 586. Saturday, 28 July, 1770.—Ditto weather; ditto employed; served turtle to the ship's company.
- p. 587. Sunday, 29 July, 1770.—P.M., ditto weather. Employed as before. Half-past 5 a.m., had a light air off the land; hove up and got the boats ahead to tow the ship; sent a boat to the bar to sound; she returned immediately, and informed us that there was only 13 feet water upon it: came to and sent the yawl to the reef; draught of water forward 13 feet 6 inches, aft 13 feet 7 inches.
- p. 587. Monday, 30 July, 1770.—Fresh breezes and cloudy hazy weather with rain. At 3 a.m., the master went out on the bar and found it impossible for the ship to get out; employed scraping decks; carpenters finished caulking.
- p. 587. Tuesday, 31 July, 1770.—Ditto weather and squally, attended with very heavy rains. Attended the tide on the bar, but found it impossible to get the ship out; Dr. S.† returned with the yawl with 265 lb. of skate; the weather has been so exceedingly bad that it was impossible to give chase to turtle; the pinnace caught 125 lb. of fish in the seine.
- p. 587. Wednesday, 1 August, 1770.—Ditto weather. P.M., employed picking oakum. A.M., the master attended the bar as usual to no purpose; we having been waiting ever since the 20th ultimo for a land wind or calm to warp out, neither of which circumstances has happened at a proper time of tide. At 7 a.m., the ship being moored too near the shore, weighed and warped further into the stream; loosed sails to dry; the carpenters employed repairing the yawl and examining the starboard pumps.
- p. 587. Thursday, 2 August, 1770.—Strong breezes and cloudy. Employed picking oakum and hauling the seine.
- p. 588. Friday, 3 August, 1770.—Ditto weather the first and middle part, the latter moderate and fair weather. At 7 a.m., weighed and attempted to warp out, but the ship taling on the bank on the north side of the river, and a fresh breeze coming in and the ebb tide made, hove her over to the south side and came to with the best bower in $3\frac{1}{2}$ fathoms water, a cable and a-half length to the eastward of the last anchoring-place; carried the top chains on shore to make fast to the rocks, and the messenger to make fast to the top chain, with which moored ship as before.

[The remainder of Wilkinson's Log cannot be found.]

* A kangaroo.

† Dr. Solander.

A JOURNAL
OF THE
VOYAGE IN THE ENDEAVOUR.

BY

JOHN BOOTIE,* Midshipman.

Tuesday, 17 April, 1770.—First part fresh breezes and hazy ; middle, fresh gales with passing squalls ; latter, dark hazy ; variable weather and heavy swell from the westward.

1770

17 to 21
April.

Wednesday, 18 April, 1770.—First part squally with rain ; middle, strong gales and cloudy. At 2 p.m., close-reefed the topsails. At 3 p.m., handed the main topsail, got down topgallant yards, saw a Cape hen. At 7 p.m., handed the mainsail, and carried away the collar of the foretopmast stay-sail ; a swell from S.S.W. At 5 a.m., set the mainsail. At 7 a.m., set the foretopsail. At 11 a.m., set the main ditto.

Hawk'sw'th,
vol. iii.
p. 482.

Thursday, 19 April, 1770.—First and middle parts fresh gales and squally ; latter, fresh gales and fair. P.M. a great number of porpoises about the ship. At 7 p.m., handed the topsails. At 12 midnight, hauled up the mainsail. At 2 a.m., set the mainsail. At 5 a.m., set the topsails. At 6 a.m., saw the land making high from N.E. by N. to W. by S. ; nearest shore 7 or 8 leagues† ; out all reefs. At 8 a.m., bore up for the land.

p. 483.

Friday, 20 April, 1770.—First and middle parts fresh gales and squally, with passing squalls and rain ; set steering-sails ; latter part fresh breezes and clear. At 6 p.m., the northernmost extreme N. $\frac{1}{2}$ E. on S.W., 6 miles ; shortened sail, and brought to. At 4 a.m., made sail. At 5 a.m., saw land making like an island, N.N.W. ; variation per azimuth, $10^{\circ} 20'$ E. ; the bouys being all expended, ordered cask to be made up for that purpose ; out steering-sails ; a swell from the S.S.W. At 10 a.m., crossed a strong rippling of a current ; sounded from 56 to 70 fathoms.

p. 483.

Saturday, 21 April, 1770.—First part moderate and pleasant weather ; middle, little wind and fair ; latter, fresh gales. At 6 p.m., the northern extreme N., shortened sail ; variation per azimuth, $10^{\circ} 42'$ E. At 11 p.m., upforesail and brought to ; the high land set at noon W. by N. At 5 a.m., made sail. At 8 a.m., saw a remarkable peak north.‡

p. 484.

* There is nothing known of this midshipman, beyond the simple note on the journal, that it was kept "by John Bootie, midshipman of Endeavour, who died at sea." His name does not appear in the original list of the crew, post, p. 334, nor is he mentioned, by name, either in Hawkesworth's account of the voyage or in the hitherto unpublished official papers. There can, however, be little doubt but that he was one of the twenty-three who succumbed to the climate of Batavia, and were buried at sea in January, 1771. See *Hawkesworth's Voyages*, vol. iii, p. 780.

† See note 4, ante, p. 159.

‡ The "remarkable peak," Cook called Pigeon-house Hill. The high land set at noon, was Mount Dromedary.

- 1770 Sunday, 22 April, 1770.—First part moderate and pleasant weather; middle, little wind and cloudy, with rain; latter, little wind and clear weather. At 3 p.m., two small islands W. by S.*; a smoke ashore. At 7 p.m., shortened sail. At 10 p.m., up foresail. At 12 midnight, brought to. At 4 a.m., bore away and stood in for the land and shortened sail; variation per azimuth, $9^{\circ} 50'$ E. At 7 a.m., saw a ledge of breakers N.N.E., off a low island.† A.M., standing down along shore; distant off, 4 or 5 miles; saw several Indians on the beach.
- p. 486. Monday, 23 April, 1770.—Light breezes and fair weather. At 6 p.m., Cape Dromedary S. 18° W., the northern extreme N. 40° E. A.M., shifting the main jeers end for end; employed working to windward.
- p. 487. Tuesday, 24 April, 1770.—First part calm clear weather; middle, light airs and fair; latter part, moderate breezes and fair. At 6 p.m., extremes from N. 9° E. to S. 22° W., Pigeon-house Hill N. 49° W. At 6 a.m., variation per several amplitudes, $7^{\circ} 41'$ E., per azimuth, $7^{\circ} 54'$ E.; a swell from the east; employed mending the old mainsail and working up junk.
- p. 488. Wednesday, 25 April, 1770.—First part moderate and clear; middle, squally; latter, fresh breezes and clear. At 6 p.m., variation per azimuth, $9^{\circ} 15'$ E., extremes from W.N.W. to S.W.; Pigeon-house Hill S.W. by W. $\frac{1}{2}$ W.; 6 or 7 leagues off shore; shortened sail; lightning to the south. At 8 p.m., brought to, and close-reefed the topsails. At 3 a.m., made sail under the topsails. At 6 a.m., the northernmost land N. $\frac{1}{2}$ W.; out reefs, and made all sail; variation per mean of azimuth and amplitude, $9^{\circ} 21'$ E.; employed mending sails and working up junk; saw several smokes ashore; passed large quantities of spawn.
- p. 488. Thursday, 26 April, 1770.—Light breezes and fair. At 5 p.m., variation per azimuth, $8^{\circ} 48'$ E. At 6 p.m., extremes from S. 20° W. to N. 5° E.; shortened sail; saw a fire ashore. A.M., exercised the marines with small-arms; repaired the old mainsail with the tent-curtains.
- p. 489. Friday, 27 April, 1770.—Little wind and clear weather. At 6 p.m., extremes from S. 26° W. to N. 16° E.; tacked occasionally in working to windward.
- p. 490. Saturday, 28 April, 1770.—Moderate and pleasant weather; brought to and hoisted the yawl out; standing into a bay. At 2 p.m., tacked 2 or 3 miles off shore; the captain, Mr. Banks, &c., went away in the yawl.‡ At 5 p.m., tacked; the yawl returned; the surf had prevented them landing; extremes from N.N.E. to S., 4 or 5 miles off shore. At 3 a.m., saw several fires along shore. At 6 a.m., saw a bay§; hauled up for it. At 9 a.m., hoisted out the pinnace, and sent the master in her inshore to sound. At noon, working to windward.
- p. 491. Sunday, 29 April, 1770.—[Moored in Stingray Bay, on the coast of New Holland. Extremes of the bay from E. to S.E. $\frac{1}{2}$ E., $\frac{3}{4}$ of a mile off shore.]—Little wind and fair. Half-past 1 p.m., came to in $6\frac{1}{2}$ fathoms, with the best bower, and hoisted out the boats. At 3 p.m., the captain and passengers, &c., went on shore, but were opposed in attempting to land by two Indians, whom they were obliged to sting with small shot, which frightened them into the woods; in the evening the captain returned, having found a watering-place. A.M., parties ashore wooding and watering under the first lieutenant; captain, &c., away in the pinnace; moored with the stream anchor, N.E., and half a cable on the best [bower].

* See note 8, ante, p. 160.

† Brush Island.

‡ See entry under this date in Pickersgill's journal, and note, ante, p. 214.

§ See note 14, ante, p. 161.

- Monday, 30 April, 1770.—[Moored in Stingray Bay.]—Little wind and pleasant weather ; employed as before ; employed at work in the holds on the sails and at the forge. P.M., caught in the seine 3 lb. of fish per man. 1770
30 April to 10 May.
- Tuesday, 1 May, 1770.—[Moored in Stingray Bay.]—Ditto weather ; employed as before ; small success in fishing. At 6 p.m., departed this life, Forby Sutherland, seaman. A.M., buried the body ashore. Hawk'sw'ith, vol. iii. p. 496.
- Wednesday, 2 May, 1770.—[Moored in Stingray Bay.]—First part, ditto weather ; middle, cloudy, with thunder, lightning, and rain ; latter part, heavy rain ; employed as before ; few fish caught ; scrubbed the ship's bottom and cleaned her within board. At 11 a.m., moderate and fair ; sent the wooders and waterers ashore. p. 497.
- Thursday, 3 May, 1770.—[Moored in Stingray Bay.]—Moderate and fair ; completed our water to 80 tons ; the captain, &c., went up the country, and returned late in the evening. A.M., loosened sails to dry ; got on board some wood ; some canoes fishing. p. 492.
- Friday, 4 May, 1770.—[Moored in Stingray Bay.]—Fine pleasant weather ; wooding and clearing the ship for sea ; captain, &c., examining the country. A.M., wooders ashore ; little wind and cloudy ; served fish to all hands ; ship's draught of water, forward 14 feet 1 inch, aft 14 feet ; low-water half-past 11 a.m. ; variation per azimuth, 6° 42'. p. 500.
- Saturday, 5 May, 1770.—[Moored in Stingray Bay.]—Light breezes and pleasant weather. P.M., wooding ; filled the empty water-casks ; yawl away striking skate, &c., pinnace with the seine. At 7 p.m., both returned ; served out fish to all hands. A.M., wooding and fishing ; ship's draught of water, forward 14 feet 1 inch, abaft 14 feet. p. 502.
- Sunday, 6 May, 1770.—[Moored in Stingray Bay.]—In general light airs, with intermitting calms and fair ; low-water at 1 p.m. ; people wooding, &c. ; yawl returned in the evening with two skate weighing near 600lb., served 5lb. per man. At 7 p.m., high-water ; and at 5 a.m. hove up the best bower and hove ahead on the stream cable. At 7 a.m., weighed, hoisted in the boats, and made sail out of the bay. At 9 a.m., the two heads of the bay in one bearing W. $\frac{1}{2}$ S., the nearest of them 2 miles off ; cleaned ship fore and aft ; set steering-sails. p. 504.
- Monday, 7 May, 1770.—Little wind and pleasant weather. P.M., variation per azimuth, 8° E. ; standing down along shore. At 3 p.m., shortened sail. At 6 a.m., made sail. Variation per azimuth by four different compasses, 7° 56'. p. 507.
- Tuesday, 8 May, 1770.—First part, little wind and fair ; middle and latter, moderate breezes and cloudy. At 6 p.m., northernmost extreme N. 2 E., 5 or 6 leagues ; shortened sail. At 11 p.m., . . . [marked out]* . . . At 5 a.m., made sail ; employed mending sails, longboat, and working in the holds. p. 508.
- Wednesday, 9 May, 1770.—First part, light airs and fair ; middle and latter, moderate breezes and ditto weather. At 5 p.m., in first reefs and shortened sail ; extremes from N. by E. to S.S.W. A.M., carpenters repairing the longboat, sailmakers the sails, people drawing yarns for rope-making. p. 508.
- Thursday, 10 May, 1770.—Moderate and fair weather. At 4 p.m., tacked ship $1\frac{1}{2}$ mile off shore ; a bluff head N.N.E. ; a small bay S.W. by S.† At 6 a.m., saw the land N.N.E. making like islands‡ ; made all sail ; people employed as yesterday.

* The words obliterated, evidently had some reference to the loss of the deep-sea lead and line. See the entries under this date in the other journals and logs.

† See note 79, ante, p. 173.

‡ Probably the land near the mouth of the Hunter River.

- 1770
11 to 19 May. Hawk'sw'th, vol. iii. p. 508.
- Friday, 11 May, 1770.—First and latter parts, moderate breezes and fine weather; middle, little wind and fair. P.M., running along shore saw several smokes; land broken and making like islands. Half-past 6 p.m., extremes from N. 27 E. to S.W. $\frac{1}{2}$ W; a small high island N. 30 W.,* 2 or 3 miles; shortened sail; variation per amplitude, 8° E. At 4 a.m., made sail; variation per amplitude and azimuths, 9° 10' E.; people employed as yesterday.
- p. 509. Saturday, 12 May, 1770.—First part, little wind and fair; middle and latter, moderate breezes and cloudy. At 6 p.m., the northernmost extreme N. 2 E., 5 or 6 leagues; shortened sail. At 11 p.m., the northernmost of the three remarkable hills (Three Brothers) W. by N. At 5 a.m., made all sail; mending longboat sails; people working in the holds.
- p. 510. Sunday, 13 May, 1770.—First part, little wind and clear; remainder, fresh breezes and fair. At 6 p.m., the north extreme N. $\frac{1}{2}$ E.; shortened sail. At 6 a.m., made sail; variation per azimuth, 9° 26' E.; saw a great smoke ashore.†
- p. 510. Monday, 14 May, 1770.—First and middle parts, light airs and fair; latter, squally, with thunder and lightning and rain. P.M., variation per azimuth, 8° 13' E. Half-past 6 p.m., extremes from S. 7 W. to N. 11 W., 4 miles off shore. At 6 a.m., extremes from S. by W. to N.N.W.
- p. 510. Tuesday, 15 May, 1770.—Fresh gales and fair weather. P.M., at 1 saw more land north. At half-past 3 p.m., close-reefed the topsails, handed ye mainsail. At 5 p.m., passed by an island‡ 3 miles off; extremes from N.N.W. to S. by W. At 7 p.m., up foresail. At 8 p.m., brought to. At 10 p.m., stood under the maintopsail, sounding every half-hour. At 6 a.m., made sail; saw several of the natives on the shore. At 10 a.m., made all sail; mending sails, longboat, and drawing yarns. At noon, set steering-sails; smokes along shore.
- p. 511. Wednesday, 16 May, 1770.—First part, fresh breezes and fair; middle and latter, fresh gales and cloudy. At 1 p.m., saw more land north. At 4 p.m., saw breakers on the larboard bow. Half-past, saw more N. by E.; hauled off; extremes from N.W. to S.; 5 miles off shore; soundings from 19, 29, to 44 fathoms; in standing off a heavy swell from the south; brought to head inshore. At 5 a.m., made sail. At 6 a.m., saw breakers on the larboard bow; made more sail. At 7 a.m., the breakers in one with a remarkable peak§ S.W. 4 miles.
- p. 512. Thursday, 17 May, 1770.—Fresh breezes and fair weather. Half-past 4 p.m., north extreme, seen from the masthead, N. by W.||; south extreme S. $\frac{1}{2}$ W.; ledge of breakers N.W. by W.; a heavy swell from the S.S.E. At 6 p.m., shortened sail. At 8 p.m., brought to. At 12 midnight, made sail, sounding every half-hour. A.M., mending longboat, drawing yarns, several smokes along shore.
- p. 514. Friday, 18 May, 1770.—Moderate breezes and fair. P.M., set up the main-topmast shrouds. At 6 p.m., northernmost land N. by W., 2 or 3 leagues. At 10 p.m., brought to. At 4 a.m., the point set last night¶ W.S.W.; out all reefs and made sail; employed mending the longboat and drawing yarn.
- p. 515. Saturday, 19 May, 1770.—First and latter part light airs and clear P.M., variation per azimuth, 8° 36' E. At 6 p.m., north extreme N. $\frac{1}{2}$ W.; shortened sail. At 6 a.m., made sail; variation per amplitude, 8° 23' E.; per azimuths, 8° 20' E.

* One of the Broughton Islands.

† The headland on which this smoke was seen, Cook called Smoky Cape.

‡ The South Solitary. See note 23, ante, p. 163.

§ See note 24, ante, p. 163.

|| See note 86, ante, p. 173.

¶ Double Island Point. See note 25, ante, p. 163.

Sunday, 20 May, 1770.—Moderate breezes and clear weather. Half-past 5 p.m., extreme from off ye deck N. 42 W. to S. 76 W. ; land seen from the masthead N.N.W. $\frac{1}{2}$ W., 2 or 3 leagues off shore ; shortened sail ; variation per azimuth, $8^{\circ} 45'$ E. At 4 a.m., made sail. At 6 a.m., made all sail ; saw the land ending in a point* W.S.W., hauled up for it ; saw a ledge of breakers running out from the land N.W. At 8 a.m., the point S.W. end of the breakers N.W. by N., 3 or 4 miles off the nearest part of them ; soundings irregular, from 33 to $7\frac{1}{2}$. 1770
20 to 26 May.
Hawk'sw'th,
vol. iii.
p. 516.

Monday, 21 May, 1770.—First and latter parts, moderate breezes and fair ; middle, calm. At 2 p.m., sent the yawl to sound on a place appearing shoal from the water breaking over it ; found from 5 to 7 fathoms on it. Half-past, passed the tail of a shoal ; soundings irregular, from 6 to 9 fathoms ; the point of land set at noon then bearing S. 14 E.† At 6 p.m., the land S.E. by S. 7 or 8 leagues. At 1 a.m., found a current setting S.W. 1 knot 2 fathoms per hour. At 4 a.m., low land W.S.W. ; caulking the main deck. p. 517.

Tuesday, 22 May, 1770.—Moderate breezes and clear weather ; P.M., variation per amplitude, $8^{\circ} 03'$ E. ; soundings irregular, from 12 to 8. At 8 p.m., came to‡ with the best bower and veered to one-third of a cable. Half-past 12 a.m., slack water, fallen 2 feet. At 4 a.m., found the tide to have run 1 foot 11 inches. Half-past 5 a.m., hove short. Half-past 6 a.m., weighed and made sail ; variation per azimuth, $7^{\circ} 50'$; carpenters caulking the main deck ; soundings from 8 to 11 fathoms. p. 518.

Wednesday, 23 May, 1770.—Little wind and clear weather. At 3 p.m., saw more land north ; variation per amplitude, $8^{\circ} 30'$ E. At 5 p.m., tacked ; opened a large bay§ ; sent a mate in the yawl to sound. Half-past, extremes from S. 77 E. to N. 43 W. ; worked into the bay, and at 8 p.m., came to in 5 fathoms, and veered to one-third of a cable on the best bower ; extremes from E. to N.W. $\frac{1}{2}$ W., 3 miles off shore. At 12 midnight, the tide had ebbed 3 feet since 9 o'clock. At 3 a.m., slack water, the tide had ebbed $1\frac{1}{2}$ foot since 12. At 7 a.m., veered to two-thirds of a cable ; the captain, &c., ashore in the pinnace, and yawl ashore fishing, &c. p. 519.

Thursday, 24 May, 1770.—Light airs and fair. At 1 p.m., hove in to one-third of a cable. At 4 a.m., the boats returned, no luck in fishing. Half-past 4 a.m., weighed and made sail out of the bay. At 6 a.m., saw a ledge of breakers lying off the north extreme of the bay. Half-past 8 a.m., ran past the breakers. p. 520.

Friday, 25 May, 1770.—First part, -calm and clear weather ; middle, light airs ; latter, moderate and fair. Half-past 5 p.m., extremes from the masthead from N.W. by W. to S.E. ; shortened sail. At 5 a.m., made sail, crossed the tropic of Capricorn. At 7 a.m., a headland|| in one with a bluff head W. by N. At 9 a.m., high land (making like island) N.W.¶ ; steering between the main and some rocky islands.** p. 522.

Saturday, 26 May, 1770.—Light breezes and pleasant weather. At 3 p.m., variation per amplitude and azimuth, $7^{\circ} 28'$ E. At 6 p.m., came to†† with the best bower in 15 fathoms, soft sand ; the island passed at noon, east 3 or 4 miles ; northernmost island, N. by W., 4 leagues. At 7 p.m., tide set 1 knot 1 fathom W. At 8 p.m., 1 knot 4 fathoms west. At 11 p.m., the p. 523.

* Sandy Cape. See note 28, ante, p. 163.

† Sandy Cape.

‡ See note 31, ante, p. 164.

§ Bustard Bay. See note 32, ante, p. 164.

|| Cape Capricorn.

¶ The Keppel Islands.

** Hummocky Island and the islets in the vicinity.

†† See note 35, ante, p. 164.

- 1770** tide had flowed 6 feet 3 inches. At 2 p.m., the ebb set 1 knot 6 fathoms E. At 4 a.m., tide had fallen 7 feet. Half-past 5 a.m., slack water, began to heave up. At 6 a.m., weighed and came to sail. At 9 a.m., sailing between some islands* and the main, each distant 4 miles. At 10 a.m., shortened sail upon shoaling to $\frac{1}{4}$ less 5; sent the yawl with a mate sounding ahead.
- 26 May to 1 June. Hawk'sw'ith, vol. iii. p. 524. Sunday, 27 May, 1770.—Moderate breezes and fair weather. At 1 p.m., came to with ye best bower in $3\frac{1}{2}$ fathoms; sent the pinnace and yawl westward to sound. At 6 p.m., the boats returned, and the master reported the passage a bad one; weighed and made sail, the pinnace and yawl at the bows sounding. At 10 p.m., came to with the best bower and veered to $\frac{1}{4}$ of a cable in $6\frac{1}{2}$ fathoms. At 6 a.m., weighed and made sail; pinnace and yawl sounding for a passage; entered between some islands. At 10 a.m., running between the islands†; soundings from 4 to 13 fathoms; outermost island S.E. 3 or 4 miles; set steering-sails.
- p. 525. Monday, 28 May, 1770.—Fresh breezes and pleasant weather. At 3 p.m., passed between two small islands‡ and the main. Half-past 4 p.m., northern extreme of the main N. 6 W., outer island off the northern extreme N. 39 W., southern extreme S. $\frac{1}{2}$ E.; an island off it, S. 45 E. At 6 p.m., shortened sail, brought to under the topsails. 5 a.m., made sail. Half-past 8 a.m., passed by a headland,§ then altering the course steered between some islands; sent a mate in the yawl sounding ahead; soundings from 34 to 34 fathoms. At 11 a.m., shoaling our waters to 7, and the yawl making the signal for still shoaler water, at the same time seeing the water break close ahead, hove in stays and let go the best bower,|| and veered to half a cable in $3\frac{1}{2}$ fathoms; found the tide rising fast and setting E.S.E.; the yawl returned.
- p. 526. Tuesday, 29 May, 1770.—[At single anchor in Labyrinth Harbour.]¶—First and middle parts moderate and cloudy, with drizzling rain; latter part fresh gales and cloudy. At 1 p.m., sent a mate in the yawl to sound. At 2 p.m., weighed and came to sail; yawl ahead; soundings from 5 to 14, and then to 9 $\frac{1}{2}$. At 6 p.m., came to with the best bower and veered to the half-cable service; an opening in the main making like an harbour, W. by S., 3 miles. At 5 a.m., the master and mate in the pinnace and yawl sounding the opening set last night. At 6 a.m., weighed and stood towards it. At 8 a.m., come to with the best bower, and veered to $\frac{1}{3}$ of a cable. Quarter past 10 a.m., slack water; the captain in the pinnace and master in the yawl examining the harbour.
- p. 528. Wednesday, 30 May, 1770.—[At single anchor in Labyrinth Harbour.]—Fresh breezes and clear weather. At 4 p.m., the master returned, being then high-water. At 5 a.m., the captain went on shore to survey the harbour; and at 8 a.m., he proceeded up the harbour; carpenters caulking quick-work.
- p. 530. Thursday, 31 May, 1770.—Fresh breezes and cloudy, with some rain in the first part. At 6 p.m., the captain returned, having been 8 leagues up the river or lagoon; cleared ship for sea. At 6 a.m., weighed and came to sail. At 8 a.m., the river's mouth S.S.W. 5 miles. At 11 a.m., passed by some rocks; sent the pinnace ahead to sound between some islands. At noon, saw several more islands N.W.
- p. 532. Friday, 1 June, 1770.—In general, fresh breezes and cloudy weather, with some rain in the first part. Half-past 12 p.m., shoaling our waters suddenly to 5 fathoms, and the pinnace making the signal for shoaler, let go the best bower in 3 fathoms sandy ground. At 3 p.m., weighed, the pinnace

* Keppel Islands.

† The two principal islands of the Keppel Group.

‡ The Two Brothers. See note 40, ante, p. 165.

§ Cape Townshend. See note 41, ante, p. 165.

|| Anchored off Shoalwater Bay.

¶ Labyrinth Harbour. This name appears to have been discarded in favour of Thirsty Sound. Other officers give no name, with the exception of Pickersgill (ante, p. 219), who calls it Labyrinth River.

ahead sounding, and stretched into the offing. Half-past, bore up for a passage between some islands. Half-past 5 p.m., saw same rocks ahead. Half-past, came to under the lee of an island, S.E. $1\frac{1}{2}$ of a mile distance, in $16\frac{1}{2}$ fathoms, and veered to half a cable. High-water at 6 p.m., then $16\frac{1}{2}$ fathoms; gravel and shells. At 6 a.m., weighed and came to sail between the islands, having the tide of ebb against us. At 9 a.m., saw the main as far to the northward as W.N.W., 11 fathoms water. At 11 a.m., shoaled our water to 5 fathoms, hove to, and sent the yawl N.W. to sound. At noon, made sail after the boat.*

1770

1 to 6 June.

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Saturday, 2 June, 1770.—Moderate breezes and cloudy. P.M., the yawl ahead. At 5 p.m., made a signal for the yawl. At 6 p.m., northern extreme making like an island N. 45 W., land making [like] islands N. 18 W.; hoisted the yawl up. At 8 p.m., came to with the best bower in 11 fathoms, and veered to the $\frac{1}{2}$ -cable service.† At 10 p.m., found a slow motion of a tide setting westward. At 1 a.m., slack tide. Half-past 2 a.m., the ship tended and rode ahead of her anchor; tide had risen 2 feet. At 5 a.m., began to heave up; tide had risen 9 feet. At 6 a.m., weighed and came to sail; tide risen 11 feet; set strong W.N.W.; variation per amplitude, $6^{\circ} 45'$ E. At 10 a.m., saw more land N.W., the ground so uneven that the yawl was sent ahead to sound. p. 533.

Sunday, 3 June, 1770.—Moderate breezes and pleasant weather. P.M., the boat ahead sounding. At 5 p.m., steering for an opening. Half-past 5 p.m., made the boats signal. At 7 p.m., hoisted her up. At 8 p.m., came to with the best bower, and veered to $\frac{1}{2}$ a cable.‡ At 10 p.m., found the tide set north. At 12 midnight, water fallen 7 feet. At 2 a.m., slack water, fallen 9 feet. At 3 a.m., tide came from the north, and risen 3 feet; weighed and made sail; variation per amplitude, $6^{\circ} 57'$ E. At 8 a.m., found low land, crossing what was last night thought an opening§; hauled up for the islands. At 10 a.m., saw an opening N. by E. At 11 a.m., south extremes of the main S. 23 E., 7 leagues. At noon, sailing mid-channel,|| $4\frac{1}{2}$ miles off either shore. p. 534.

Monday, 4 June, 1770.—Moderate breezes and pleasant weather. At 2 p.m., running between the main and a chain of islands, distant from the main 1 and from the islands 2 miles; saw several albigores; saw two of the natives standing on a beach, and a canoe, the largest we have seen on the coast, having an outrigger. Half-past 5 p.m., the north extreme of the straits in sight from N. $57^{\circ} 30'$ W. to N. 15° E., the southernmost from S. 32° E. to S. 21° E.; a small island N. 55 W.,¶ nearest shore 4 or 5 miles; shortened sail. At 4 a.m., brought to. At 5 a.m., made sail. At 6 a.m., extremes of the land from E. by N. to W.; soundings regular, from 24 to $14\frac{1}{2}$ fathoms. p. 535.

Tuesday, 5 June, 1770.—Moderate breezes and fair. At 6 p.m., saw high land W. by N. At 7 p.m., abreast of some high barren land.** At 1 a.m., upon shoaling to 7 fathoms, hauled off to sea. At 5 a.m., saw land as far as W.N.W. At 6 a.m., set steering-sails. p. 537.

Wednesday, 6 June, 1770.—Light winds and pleasant weather. P.M., carpenters repairing the pinnacle, seaman picking oakum. At 5 p.m., p. 538.

* The islands mentioned in this entry formed part of the Northumberland Group, with which the Bay of Inlets is studded.

† See note to this day's entry in Lieutenant Hicks's journal, ante, p. 182.

‡ The vessel was anchored this night off Repulse Bay.

§ The opening, with low land across it, Cook called Repulse Bay. He was getting anxious to find a suitable place to land and refresh.

|| In Whitsunday Passage.

¶ Now known as Molle Island.

** Cape Upstart.

- 1770 extremes of the main from W. to S.E. ; a hummock making like an island*
 6 to 11 June. N.W. by W. ; shortened sail. At 6 a.m., set steering-sails, made all sail ;
 variation per amplitude, 5° 31' E.
- Hawk'sw'th,
 vol. iii.
 p. 539. Thursday, 7 June, 1770.—Little wind and clear weather. Half-past 5
 p.m., extremes of the main from N. 83 W. to S. 40 E., an island from N.
 41 E. to N. 55 W., nearest shore 3 or 4 miles. At 5 a.m., variation per
 amplitude, 5° E. At 6 a.m., extremes of the main from N. 21 E. to S. 20 E.
 At 9 a.m., running between a chain of islands† and the main ; employed as
 before ; punished Thos. Dunster with twelve lashes for theft ; saw a number
 of large canoes and several Indians and smoke on the shore. At noon,
 steering for an opening between the islands and the main.
- p. 539. Friday, 8 June, 1770.—First part, light airs inclinable to calms ; middle
 and latter, moderate and cloudy. P.M., running between a chain of islands
 and the main ; saw several smokes, many of the natives, and some canoes
 along shore. At 5 p.m., the 1st lieutenant with the two boats went ashore
 on an island.‡ At 6 p.m., returned, hoisted up the boats ; northernmost
 part of the main N. 30 W., near shore $\frac{1}{2}$ mile ; made sail. At 2 a.m., stood
 for a seeming opening, but soon after bore away on seeing low land across.§
 At 6 a.m., hauled up for an opening between an island and the main, but
 at daybreak, seeing breakers, bore away and stood without the island.
 At 11 a.m., steering [between] some small islands,|| distant from each $\frac{3}{4}$ of a
 mile ; saw several Indians on one.
- p. 540. Saturday, 9 June, 1770.—Moderate and pleasant weather. At 5 p.m.,
 the northernmost extreme of the land N. 30 W., 4 or 5 leagues ; saw
 several fires along shore. At 7 a.m., set steering-sails ; variation per ampli-
 tude, 4° 53' E. At noon, sailing between an island and the main,¶ distant
 from each 1 mile.
- p. 542. Sunday, 10 June, 1770.—First part, fresh breezes and clear ; middle,
 light airs and cloudy with hard rain ; latter part, moderate and fair.
 Half-past 1 p.m., shortened sail and stood in for a bay** ; sent a mate in the
 yawl sounding ahead. At 3 p.m., came to with the best bower in 4 $\frac{1}{2}$ fathoms ;
 extremes of the bay from S. 79 E. to S. 78 W. ; a low island†† in the offing N.
 30 E., 2 $\frac{1}{2}$ miles off, where the captain, &c., went ashore in the pinnace and
 returned in the evening. At 12 midnight, weighed and made sail out of the
 bay. At 4 a.m., place sailed from S.E. 5 miles. At 6 a.m., extremes from
 S.E. to N. 27 W. At 11 a.m., passed some low sandy islands.‡‡
- p. 544. Monday, 11 June, 1770.—Moderate breezes and fair. P.M., sailing along
 shore, 3 or 4 leagues off. At 3 p.m., saw two low sandy keys N.E. 4 or 5
 leagues. At 6 p.m., saw some rocks above water N. by W. 2 or 3 leagues.
 At 6 p.m., shortened sail, in two reefs and furled mainsail ; hauled off shore,
 sounding from 14 to 10, and from 10 to 17 fathoms. At 9 p.m., passed over
 a bed of rocks ; sounded 20, 21, 13, 10, 9, 8, 9, 11, 12, 15, 17, 21, 17 fathoms ;
 sand and clay. At 10 p.m., shoaled the water from 20 to 17 fathoms, and
 standing on a cable's length further the ship struck ; clewed up all and
 hoisted out the boats ; sounded round the ship and found she was on the
 edge of a bank of coral lying N.W. of her ; carried out the stream anchor
 with two hawsers south ; hove taut, got down topgallant yards and struck
 yards and topmasts ; the ship still forcing into shoaler water upon the bank

* Magnetic Island. See note 50, ante, p. 166.

† Palm Islands. See note 52, ante, p. 167.

‡ The lieutenant (Zachary Hicks) landed on one of the Palm Islands. He was accompanied by Banks and Solander.

§ Rockingham Bay. See note 54, ante, p. 167.

|| Called by Cook the Family Isles.

¶ Fitzroy Isles and Cape Grafton. See note to this day's entry in other journals.

** The southern arm of Trinity Bay.

†† Green Island.

‡‡ Low Islets.

and striking hard, carried out the coasting-anchor and cable S.W. At 4 a.m., hove taut on the coasting-anchor, and employed all hands in clearing ship; hove hoops, staves, empty casks, and oil-jars overboard, as well to lighten her as to clear a way for heavier articles; carried out the spare stream anchor S.W., and hove taut on it. At 7 a.m., started 30 tons of water; hove some of the boatswain's and carpenter's condemned stores overboard; got the stone and iron ballast out of the hold, with a large quantity of firewood all overboard. At 8 a.m., found the ship had sprung a leak; cut off the heads of the two spare topmasts to clear the foremost pumps; got three pumps to work, the fourth refusing; carried out the best bower and ditto cable west; hove the great guns overboard (6) from the main deck. At noon, light airs and fair; the ship now lies with three streaks heel to starboard.

1770

11 to 14
June.

Hawk'sw'th,
vol. iii.

Tuesday, 12 June, 1770.—Light airs and fair these twenty-four hours; working at the pumps and clearing ship. At 1 p.m., carried out the small bower west; lashed blocks on both bower cables; reeved hawser and hove taut on all the five anchors. Low water at 4 p.m.; this we could perceive by the rocks about the ship and part of the bank being dry; the rise and fall does not exceed 3 or 4 feet. At 5 p.m., the tide began to rise; hove a fresh strain, and used every method our situation would admit of to heave the ship off; found the leak did not gain on the three pumps these four hours. Half-past 9 p.m., the ship righted. At 10 p.m., hove her afloat; veered away on ye stream cable and small bower, and brought the best bower and coasting anchors ahead in 15 fathoms of mud; found it impossible to save the small bower, so cut it away with a whole cable. At 1 a.m., sent the longboat to weigh the stream anchor; purchased that, but lost the cable among the rocks; people employed at the pumps and shifting the coasting-cable and spare stream hawser from the quarter forward; the leak gained on the pumps these four hours; had 3 feet 9 inches in the hold. At 5 a.m., sent the longboat to weigh the spare stream anchor and run it out S.S.E. to warp with, to windward; hove taut on the warp; hove up the best bower and coasting anchors, and got up the foretopmast and foreyard; the pumps gained on the leak these four hours. At 9 a.m., began to warp ahead; some hands sewing hair, wool, and oakum into a lower steering-sail to fother the ship. At 11 a.m., weighed the stream anchor and came to sail with a light air at E.S.E.; sent the pinnace ahead to tow, and a small boat to lay on the edge of the bank. At noon, got up the mainyard and maintopmast. p. 547.

Wednesday, 13 June, 1770.—In general light airs and fair weather. At 1 p.m., standing off the shoal and in for the main; the starboard bow being suspected to be most hurt, fothered her there; this presently lessened the leak so much that one pump with ease kept her clear. Half-past 6 p.m., came to with the coasting-anchor in 17½. Half-past 5 a.m., weighed and came to sail. At 7 a.m., sent the pinnace ahead to sound. At 9 a.m., passed two small low islands* 4 leagues off the main; got up topgallant yards. p. 551.

Thursday, 14 June, 1770.—First part moderate and fair, middle and latter fresh breezes and fair. P.M., pinnace ahead; soundings from 12 to 5, and then from 6 to 3½, 4, 5, 6 fathoms. At 3 p.m., saw an opening promising an harbour W.S.W., 4 or 5 miles; stood off and on while the master and a mate in the pinnace and yawl went to sound. At 6 p.m., brought to with the spare anchor in 5½ fathoms; extremes of the land from N. to S.S.E., the opening S.W. by W., 3 or 4 miles; the boats returned; found the harbour inconvenient; the pinnace stood further along shore, and at 8 p.m. returned, reporting a good harbour 2 or 3 leagues N.W. At 5 a.m., weighed and p. 552

* Hope Islands. See note 63, ante, p. 163.

- 1770 made sail; pinnace and yawl ahead sounding; passed over several small banks with 3 fathoms on them. At 9 a.m., came to with the best bower in 4 fathoms; veered to $\frac{1}{2}$ of a cable; the captain and the master in the pinnace and yawl buoying the channel into the harbour; carpenters repairing the pumps.
- 14 to 22 June.
- Hawk'sw'th, vol. iii. p. 554. Friday, 15 June, 1770.—First and latter part fresh trade and cloudy; middle, ditto with rain. P.M., got down topgallant yards; unbent the mainsail and some of the small sails. At 8 p.m., veered to $\frac{2}{3}$ of a cable. A.M., got in the jibboom and spritsail yard; condemned the foretopgallant sail, and made parcelling for the bad pump of part of it, and likewise the topgallant bowlines for woolding it; some hands employed splicing the hawsers cut by the rocks on the 11th and 12th; saw a smoke on shore.
- p. 555. Saturday, 16 June, 1770.—Fresh gales and cloudy with rain. At 6 a.m., weather more moderate; hove ahead, but the gale increased; veered away as before.
- p. 555. Sunday, 17 June, 1770.—First and middle parts ditto weather; latter, fair weather. At 7 a.m., weighed and came to sail. At 8 a.m., she struck on the bar in the mouth of the harbour. At 9 p.m., she backed off, and soon after standing too near the weather shore grounded; carried out the stream anchor; hove taut and turned all hands to get the booms and spars over the side for a raft; at the same time down fore-yard, fore-topmast, and fore-topsail yard upon the raft. Low water at 11 o'clock.
- p. 556. Monday, 18 June, 1770.—First and middle parts, fresh gales and cloudy; latter, fair weather. At 1 p.m., got the ship off and warped up the river alongside a steep beach on the south side, having two hawsers out fast to the trees, the best bower on the starboard bow in the stream, and the stream anchor run out on the starboard quarter; got the anchors, cables, and all the hawsers ashore. A.M., made a stage from the ship to the shore; landed all the empty casks and dry provisions; erected a tent for the last and another for the sick; landed carpenter's stores; sent a boat to haul the seine; caught nothing; low water at noon.
- p. 557. Tuesday, 19 June, 1770.—Fresh breezes and cloudy with heavy rain. P.M., landing provisions and stores, sent all the unbent sails ashore. A.M., got the four guns out of the main hold and mounted them on the quarter-deck, got a spare bower anchor and do. stock ashore; also landed the remainder of the stone ballast.
- p. 558. Wednesday, 20 June, 1770.—Ditto weather. P.M., got out most of the (ground tier) butts, several of them quite rotten, and would not bear rolling; got most of the boatswain's and carpenter's stores ashore. A.M., landed the spare anchor, spare windlass, remainder of the ground tier, two spare caps, &c., &c.
- p. 558. Thursday, 21 June, 1770.—Moderate breezes and fine weather; clearing ship and preparing for hauling her ashore; in the trimming the coals aft heard the leak by the flooring ends, 2 feet abaft the foremast. A.M., getting the coals ashore; the surgeon went up the river to get beans for the sick.
- p. 559. Friday, 22 June, 1770.—Ditto weather; employed landing the coals, powder, and gunner's and other stores. At 4 p.m., cast loose, warped up the river to a bank pitched upon, and at 8 p.m., when it was high water, hove her ashore; draught of water forward 7 feet 9 inches, her bow among the mangroves and stern in $3\frac{1}{2}$ fathoms water. At 2 a.m., the tide left the ship dry forward; examined the leak, and found four planks cut through by the rocks and coral sticking in her bottom, and many streaks much damaged, a good deal of sheathing off the larboard bow, with sundry other damages. At 10 a.m., the carpenters began to work upon her, being two hours'

ebb, some hands digging a well and clearing a watering-place; unbent the main-topsail to mend; sent the longboat to take up the stream anchor, the ship being fast on shore by the messenger; had a 6-inch hawser to the spare stream anchor out in the stream for a sternfast.

1770

22 June to
4 July.

Saturday, 23 June, 1770.—Ditto weather; carpenters at work, seamen cleaning her bottom. A.M., carried out the spare stream anchor astern ready for heaving off, cleaned ship between decks, sent a boat fishing, which caught very few.

Hawk'sw'th,
vol. iii.
p. 559.

Sunday, 24 June, 1770.—Strong breezes and fair; carpenters finished starboard side; a boat fishing, caught none. At 9 p.m., hauled the ship off and heeled her to starboard. A.M., carpenters at work on the starboard bow.

p. 560.

Monday, 25 June, 1770.—Strong breezes and fair. P.M., carpenters at work; sent a boat over the river for beans and purslane for the sick. A.M., a party on shore filling water.

p. 561.

Tuesday, 26 June, 1770.—Ditto weather. P.M., carpenters finished the larboard bow; some hands filling water. A.M., got casks under the ship's bottom to float her off the next flood.

p. 563.

Wednesday, 27 June, 1770.—Ditto weather. P.M., watering; got 19 tons of cask under the ship's bottom ready for high-water; carpenters caukling. At 4 p.m., carried a stream anchor out astern; high-water at 11.45 p.m.; hove a great strain upon both anchors, but in vain, the tide not rising near so high as last night; at daybreak got a considerable weight of sundry articles forward from aft to ease the ship; some of the people filling water, some overhauling the rigging, and others landing the casks from under her bottom, having now lost all hopes of floating her before the next spring tides; carpenters fitting stocks to the spare anchor.

p. 563.

Thursday, 28 June, 1770.—Ditto weather; rigging and watering; coopers, carpenters, armourer, &c., at their respective employments.

p. 563.

Friday, 29 June, 1770.—Strong breezes and fair weather; employed as before; captain ashore all night attending an observation of the satellites of Jupiter; caught 154 lb. of fish in the seine.

p. 564.

Saturday, 30 June, 1770.—First and latter part, fresh breezes and cloudy; middle, light airs with rain; employed as before; caught 254 lb. fish in the seine.

p. 564.

Sunday, 1 July, 1770.—First and middle parts, fresh breezes and fair; latter, light airs and cloudy; employed as before; hauled the seine with much the same success. A.M., a boat away seine-hauling, manned with one from every mess; the rest of the people refreshing themselves ashore.

p. 565.

Monday, 2 July, 1770.—Light breezes and cloudy. P.M., the boat fishing and the rest ashore. A.M., the master in the pinnace went to the east to seek a passage between the reefs; all hands employed variously, as usual.

p. 565.

Tuesday, 3 July, 1770.—Fresh breezes and fair weather. P.M., the carpenters employed repairing the longboat; lashed casks under the ship in order to get her off if possible next high-water. At 6 p.m., hove a strain to no purpose. A.M., sent the boat fishing as usual; a party of men having been out all night in quest of some beasts that we have seen frequently, returned without success. At noon, the master returned, having found a passage; they also brought on board a quantity of cockles, large clams, and other shell-fish, with which the reefs abound; served them out to all hands; the boat employed fishing with much the same success.

p. 566.

Wednesday, 4 July, 1770.—Strong gales and fair weather. P.M., employed wholly as before. At 7 p.m., hove the ship afloat and landed the spars and empty casks that were under her bottom. A.M., employed trimming

p. 566.

- 1770 ship to bring her upon an even keel ; got the foretopmast up and fore yard
4 to 13 July. and fore-topsail yard across ; shifted the provisions and stores from the
after hold forward.
- Hawk'sw'th,
vol. III.
p. 567. Thursday, 5 July, 1770. — Strong breezes and fair weather. P.M., examined
the bank on the south side of the river and shifted the stream anchors
in order to heave her on at high-water, in the meantime employed shifting
everything to bring her on an even keel. Half-past 8 p.m., hove on the bank
to examine the ship under the main chains on the larboard side, where we
know the sheathing-board was beat off on the rocks ; attended her at 2
a.m. (being low water), but the tide did not fall above 5 feet ; at daylight,
got a purchase from the best bower anchor in readiness to heave ship off ;
some hands employed about the rigging.
- p. 567. Friday, 6 July, 1770. — P.M., ditto weather. At 2 p.m., low water ; had 4
feet under the ship ; one of the carpenters examined her and found three
streaks of the sheathing gone, about 7 or 8 feet in length ; found also the
main plank much chafed. This account agrees with the report of the
master and several others who have been under the ship ; bent the
coasting-cable to a bower anchor at the tents to assist in heaving off at
high-water ; hove off the bank and warped alongside the bank, where we
cleared ship. A.M., got a stage made from the ship to the shore ; got on
board 8 tons of water for the ground tier of the after hold ; got the provi-
sions out of the main hold into the after hold ; some hands employed about
the rigging.
- p. 568. Saturday, 7 July, 1770. — First and latter parts, moderate breezes and
fair ; middle, light airs. P.M., employed in the after hold. A.M., got the
coals in, cleared the spirit-room to receive them and stowed the spirits in
the after hold ; got the spare anchor in and sundry other spare stores ;
stowed the iron ballast belonging to the main hold on the larboard side of
the pump-well.
- p. 568. Sunday, 8 July, 1770. — P.M., light breezes and fair weather ; employed
getting on board stores. A.M., fresh breezes and fair ; the master went out
to examine the leeward passage through the reefs ; sent a boat fishing ;
cleaned ship fore and aft.
- p. 569. Monday, 9 July, 1770. — Moderate breezes and fair weather. P.M., the
master returned, having been 7 leagues out sounding without being able to
bring in a satisfactory account of the passage ; in coming in over the nearest
reef he met with a great number of turtle ; struck three, weight between
800 and 900 lb. ; on board employed taking in the ground tier ; the seine
has less success than lately. A.M., two boats went out in quest of turtle ;
served turtle to all hands.
- p. 572. Tuesday, 10 July, 1770. — Moderate and fair ; employed in the hold and
on the rigging. P.M., one boat returned from the reef without success.
A.M., sent a boat to the reef.
- p. 572. Wednesday, 11 July, 1770. — Ditto weather ; employed wholly as before.
P.M., both boats returned with one turtle and a load of clams ; served the
clams to the ship's company.
- p. 575. Thursday, 12 July, 1770. — Ditto weather ; employed stowing the hold
and rigging the ship with all expedition, a quantity of our bread being spoiled
by the wet, some hands employed clearing and drying it ; the yawl brought
on board a turtle and a skate.
- p. 575. Friday, 13 July, 1770. — Light breezes and hazy ; employed wholly as
before ; got on board all the provisions ; the yawl brought on board a
turtle and a skate.

Saturday, 14 July, 1770.—Light breezes and fair weather ; got on board a quantity of stone ballast into the bread-room to trim ship ; some hands employed on the rigging and stowing the hold ; Mr. Gore^{*} shot a beast, weight 28 lb.†

1770

14 to 24 July.

Hawk'sw'th,
vol. iii.

Sunday, 15 July, 1770.—Light breezes and hazy. P.M., employed as before. A.M., another boat went out to the shoals ; a boat employed with the seine : cleaned ship fore and aft, and the remaining part of the day a holiday.

p. 577

Monday, 16 July, 1770.—First part, moderate breezes and fair ; middle, close and foggy ; latter, light breeze and clear. P.M., the yawl returned with four turtle and one skate, and set out again for the reef immediately after. A.M., got on board some of the spare spars ; got out a topsail yard between decks and a spare cable in the hold ; served fish to the people.

p. 578.

Tuesday, 17 July, 1770.—P.M., moderate breezes and fair weather ; got the best bower cable into its place ; got on board all the firewood ; the pinace returned with three turtle. A.M., fresh breezes and cloudy ; employed setting up the lower rigging and getting on board officers' stores.

p. 579.

Wednesday, 18 July, 1770.—Fresh breezes and fair weather. P.M., the master went to the northward to look for a passage ; hove the ship into the stream a little more to prevent her taking the ground ; employed about the rigging ; got on board the sails, bent the main topsail and topgallant sails. A.M., struck the tents and got them and the armourer's forge on board ; employed getting everything on board ; bent the mainsail, and got on board a turn of water for present expense ; some Indians about the ship.

p. 579.

Thursday, 19 July, 1770.—Ditto weather. P.M., employed getting everything from the shore. A.M., scraped and greased the top and topgallant masts ; several Indians on board the ship ; about 9 a.m. they went on shore and fired all the country round about us ; Mr. Banks's marquee was with great difficulty saved from the flames by being hastily pulled down, they continuing to increase the fire notwithstanding our signs to the contrary ; therefore the captain wounded one of them with small shot, which effectually dispersed them ; in about two hours' time they returned without their arms, and seemingly very good friends.

p. 580.

Friday, 20 July, 1770.—Fresh breezes and fair. P.M., berthing the ship in the river ; at midnight the master returned, reporting no passage to the north. A.M., the captain and the master went upon the bar to place the buoys ; got on board a turn of water.

p. 580.

Saturday, 21 July, 1770.—First and latter parts, fresh breezes and cloudy ; middle, moderate and fair. P.M., the yawl came in with one turtle, caught in the net ; fish enough caught in the seine for all hands. A.M., the wind blew too strong for the yawl to go out, nor could the ship stir from her moorings ; sent the boatswain ashore with materials to make rope ; some hands brooming.

p. 584.

Sunday, 22 July, 1770.—Light winds and fair. P.M., the boatswain brought on board 100 fathoms of 3-inch ; pretty good success in the seine. A.M., employed as before ; sent a party of men for greens ; high-water at 9 o'clock ; served turtle, and sent the yawl out to the reef.

p. 584.

Monday, 23 July, 1770.—Strong breezes and fair ; making rope ; small success in the seine.

p. 584.

Tuesday, 24 July, 1770.—Ditto weather ; employed as before ; struck topgallant sails to fix new backstays.

p. 584.

* John Gore, third lieutenant. See note, post, p. 33.

† A kangaroo. See note 99, ante, p. 174.

- 1770 Wednesday, 25 July, 1770.—Ditto weather ; this day the boatswain made two grappling-ropes for the boats ; caught fish enough in the seine for the sick. A.M., the yawl came in ; no turtle ; the weather had been too boisterous ; boiled cabbage (of the cabbage-tree) in the pease.
- 25 July to 4 Aug. Thursday, 26 July, 1770.—Ditto weather ; people working up junk to make rope ; sent a party of men for greens and cabbage ; served turtle ; hauled the seine as usual.
- Hawk'sw'th, vol. iii. p. 586. Friday, 27 July, 1770.—Fresh gales and cloudy. P.M., filled the empty water-casks, some hands making brooms ; some cutting wood, and others hauling the seine. A.M., Mr. Gore shot a beast, weight 80 lb.*
- p. 586. Saturday, 28 July, 1770.—Ditto weather ; for the most part employed cutting wood, hauling the seine, and picking oakum ; continue to serve turtle every meat-day.
- p. 586. Sunday, 29 July, 1770.—P.M., ditto weather ; employed as before. Half-past 5 a.m., had a light land breeze ; hove up ; boats ahead towing ; a boat went to sound ; reported but 13 feet on the bar ; came to again and sent the yawl out to the reef ; ship's draught of water forward, 13 feet 6 inches, aft, 13 feet 7 inches.
- p. 587. Monday, 30 July, 1770.—First part strong breezes and fair ; middle and latter, cloudy hazy weather, with wind and rain. P.M., caught fish enough in the seine only for the sick. At 3 a.m., visited the bar, but found not depth of water sufficient to get out ; carpenter finished caulking ; people scraping the decks.
- p. 587. Tuesday, 31 July, 1770.—First and latter part strong breezes and cloudy ; middle, squally with rain ; attended the tide on the bar, but could not get out as the wind blew fresh at S.E. ; caught 125 lb. of fish in the seine.
- p. 587. Wednesday, 1 August, 1770.—Ditto weather. P.M., picking oakum. A.M., attended on the bar as usual to no purpose ; we have been waiting here from the 20th instant, for a land wind to sail, or a calm to warp out by, neither of which has happened at a proper time of tide. At 7 a.m., weighed and warped further out into the stream, being too near the shore before ; loosed sails to dry ; carpenters repairing the yawl and starboard pumps.
- p. 587. Thursday, 2 August, 1770.—Strong gales with heavy rain in the night ; the yawl came in with 265 lb. of skate ; the weather had been too bad to strike turtle. A.M., picking oakum and hauling the seine.
- p. 588. Friday, 3 August, 1770.—First and middle parts, ditto weather ; latter, moderate and fair. At 7 a.m., weighed and attempted to warp out, but the ship tailing on the bank on the north side the river, the breeze freshening, and the ebb being made, hove her over again on the south side, and came to with the best bower in $3\frac{1}{2}$ fathoms, $5\frac{1}{2}$ cables length, east of our last anchoring-place ; made her fast to the rocks ashore by the top chains, and to them a messenger.
- p. 588. Saturday, 4 August, 1770.—Moderate and fair weather. P.M., the captain and the master went out on the bar. At 4 p.m., carried out the coasting-anchors without the bar, ready for the first opportunity to warp out by ; small success in the seine. At 3 a.m., laid a warp out over the bar. At 5 a.m., weighed and warped ahead. At 6 a.m., was over the bar ; run a warp to the eastward cable. At 8 a.m., weighed the coasting-anchor and made sail into the offing, having a light land breeze. At 10 a.m., steered E.N.E., sounded from $3\frac{1}{2}$ to 18 fathoms ; pinnace ahead sounding ; likewise sent the yawl away to the turtle reef. At noon, came to with the best bower in 15 fathoms, good ground.

* Another kangaroo. See note 99, ante, p. 174.

Sunday, 5 August, 1770.—First and middle parts moderate and fair; latter, fresh trade and ditto weather. P.M., sent the boats on the reef for clams and turtle; in the evening returned with a large turtle and large stingray and clams, enough for all hands; cleaned and cleared ship fore and aft; stowed our small anchors. A.M., sent the boats to the reef, but it blowing fresh they soon returned with only one turtle. Half-past 9 a.m., high-water. At 10 a.m., hoisted up the longboat and yawl. Half-past, began to heave up, but the ship driving long before we could come near the anchor, veered away again as before; caught many sharks.

1770

5 to 11 Aug.
Hawk'sw'ith,
vol. iii.
p. 590.

Monday, 6 August, 1770.—P.M., fresh breezes and cloudy. A.M., strong breezes with a head sea. At 2 p.m., weighed and came to sail, steered out N.E. by E. 8 miles; had $14\frac{1}{2}$ fathoms, $1\frac{1}{2}$ miles from the reef, while passing by its lee end; pinnace ahead sounding. At half-past 4 p.m., she made the signal for shoal water, at the same time saw from the ship a small sandy island on a shoal N.E. by N., 3 miles; saw also breakers ahead and upon the weather bow; tacked, standing off and on while the pinnace sounded on the nearest shoal. Half-past 5 p.m., she came on board reporting not more than 6 feet on it in some places; came to with a cable on the best bower in 20 fathoms, brown clay; served out hooks and lines to the ship's company; employed variously.

p. 592.

Tuesday, 7 August, 1770.—Strong breezes and cloudy. P.M., down top-gallant yards; low-water. At 4 p.m., looked well out from the masthead for a passage between the shoals; could not perceive any opening, so that we are at a loss when the weather shall become moderate how to proceed. At 11 p.m., finding the ship drive, veered out a third more of cable. A.M., the ship not bringing up, let go the small bower, and brought it to bear at $\frac{3}{4}$ of a cable; got the coasting and sheet anchors over the side; down top-gallant masts; struck yards and topmasts.

p. 593.

Wednesday, 8 August, 1770.—P.M., strong gales and cloudy, with a head sea; ship rides a great strain. A.M., more moderate; people making sennit.

p. 594.

Thursday, 9 August, 1770.—Ditto weather. P.M., swayed up topmasts and yards. A.M., hove ahead on both cables, and put the service on afresh.

p. 594.

Friday, 10 August, 1770.—Fresh breezes and cloudy. At 3 p.m., more moderate; hove up the small bower, and at 5 p.m., hove into the long service of the best [bower]. At 8 p.m., strong breezes. At 3 a.m., more moderate, got up the lower yards. At 5 a.m., hove in the short service. At 7 a.m., weighed and made sail in-shore with the pinnace ahead sounding from 19 to $12\frac{1}{2}$ fathoms. At 8 a.m., bore away for some small islands north, where the master had been sounding. At 9 a.m., passed by the three small islands,* distant $1\frac{1}{2}$ miles, the northern extreme and head† seen from the harbour S. by W. 4 leagues; saw more islands north; steered between them and the main. Half-past 10 a.m., passed a low small island; fresh breezes and cloudy hazy weather; unbent the cables and stowed the sheet anchor.

p. 594.

Saturday, 11 August, 1770.—Fresh breezes and cloudy hazy weather. At 1 p.m., saw low land and breakers N.W.; hauled in shore, the weather not permitting us to run further. Half-past 2 p.m., anchored with $\frac{1}{2}$ a cable on the best bower; unbent the foretopsail to mend, and up topgallant masts. At 5 p.m., the captain, &c., went ashore in the pinnace; saw a smoke ashore. At 6 p.m., the captain was upon the highest hill‡ looking out to the north. At 4 a.m., the master went on shore for the same purpose, but the weather was too hazy to admit his seeing far; the captain went to the eastward in

p. 594.

* These islands continued to be known as the Three Isles.

† Cape Bedford, so named by Cook in honour of Lord John Russell, fourth Duke of Bedford.

‡ Point Lookout.

- 1770 the pinnacle to look out from one of the islands* ; the master in the yawl
 11 to 17 Aug. went to leeward to sound between some low islands† and the main ; served
 out the last turtle but one.
- Hawk'sw'th, Sunday, 12 August, 1770.—Fresh breezes and fair ; cleared ship fore and
 vol. iii. aft ; making oakum. At noon, the master returned, having found from 5
 p. 596. to 7½ fathoms.
- p. 597. Monday, 13 August, 1770.—Ditto weather. At 7 p.m., the captain returned,
 having seen the larger outer reef to the eastward from the top of a high
 hill ; sent the boat with a mate to examine the channel he had seen through
 the reef, but the boats returned without effecting it. At 6 a.m., weighed
 and made sail to the eastward ; made several boards while the pinnacle
 proceeded sounding ; had from 13 to 9 fathoms. At 11 a.m., passed to the
 north of two reefs, distant off a small sandy island on one of them 1½ miles.
 At noon, took the pinnacle in tow.
- p. 600. Tuesday, 14 August, 1770.—Fresh trade and fair. At 1 p.m., the master
 went away in the pinnacle to sound the opening in the reef. Half-past 2
 p.m., he made the signal for deep water. At 3 p.m., he returned, reporting
 23 fathoms close to the southernmost side of the reef. Half-past 3 p.m.,
 the point of the opening in one with the high island‡ S 39 W., 3 or 4
 leagues, distant from the reefs 2 miles. Half-past 4 p.m., brought to,
 hoisted in the pinnacle, and secured the anchors. Half-past 5 p.m., made
 sail again. At 6 p.m., the islands passed at noon S.W. by S. At 8 p.m.,
 shortened sail and stood off and on all night. At 6 a.m., bore away and made
 sail, the island S. ½ W., 9 leagues ; up topgallant yards and set steering-sails.
- p. 603. Wednesday, 15 August, 1770.—Fresh trade and clear pleasant weather.
 At 6 p.m., shortened sail and brought to. At 6 a.m., out all reefs, and made
 sail ; aired the hawsers upon deck and cleaned below.
- p. 603. Thursday, 16 August, 1770.—First and middle parts moderate and fair.
 At 1 p.m., saw moderately high land W.S.W.§ At 2 p.m., saw more land
 making in islands. At 3 p.m., saw a reef of rocks between us and the
 shore. At 6 p.m., saw the reef extending north and south as far as we
 could discern ; hauled off and made all sail ; kept a good look out to lee-
 ward, being doubtful of our weathering the reef. At 4 a.m., heard and
 saw breakers upon the lee bow close to us ; lowered down the yawl, and
 sent her ahead to tow off ; meantime employed getting the longboat out
 the ship ; all this time was nearing rocks fast by means of a flood tide and
 the south-east swell ; the pinnacle having suffered much upon this coast
 was now under repair ; however, the carpenters fastened on an upper streak,
 and she, with all the boats, was towing ahead by three-quarters past 5 a.m.,
 at which time the ship was within 40 yards of the breakers, and no ground
 at 120 fathoms, notwithstanding the ship might be said to be within the
 swell of the surf, yet by the help of the boats and a light air she run off
 half a cable's length from that impending danger ; soon after, seeing an
 opening in the reef, sent a mate to examine it ; a signal was made by him
 for anchorage, and no hopes of clearing the reef, steered, or rather towed,
 for the opening, but meeting there with a strong ebb tide, and the mate
 returning without a satisfactory account, towed off, and so with the help of
 the tide cleared another point of the reef further north ; at the same time
 saw a point of the reef N.E. by N. At noon, calm and clear.
- p. 604. Friday, 17 August, 1770.—Calms and light airs with clear weather ; an
 opening|| being discovered in a bend of the reef, Lieut. Hicks went to

* Lizard Island. See note to this day's entry in Hicks's journal, ante, p. 189.

† Turtle Island.

‡ One of the Isles of Direction.

§ The land in the vicinity of Cape Sidmouth.

|| Providential Channel.

examine it, and at 2 p.m. returned with a favourable account. Nothing but danger appearing on all sides, it was resolved to attempt this passage to secure the ship till there was wind and opportunity to govern her; accordingly towed (with the assistance of the sweeps out of the gun-room ports, which had been working since 6 o'clock) short round and stood W. by S. 2 miles to the mouth of the opening, and S.W. by W. $\frac{1}{2}$ W. 2 miles through the opening, having a rapid tide (flood) setting us in; soundings variable from 13 to 30 fathoms, foul ground. Half-past 3 p.m., had a steady light breeze at E. (all this time the boats ahead towing and two sounding). Half-past 4 p.m., came to with the best bower in 19 fathoms, old coral and shells; veered to $\frac{1}{2}$ of a cable; found the flood setting here strong from E.N.E. A.M., the carpenters employed on the pinnacle; sent the rest of the boats to the reef to get clams or (if possible) turtle; variation per amplitude and azimuth, $4^{\circ} 09' E.$

1770

17 to 21 Aug.

Hawk'sw'th,
vol. iii.

Saturday, 18 August, 1770.—Moderate breezes and clear pleasant weather. At 1 p.m., low water, looked well out for shoals. At 4 p.m., the boats returned with 270 lb. of shell-fish; people employed variously. At 6 a.m., weighed and came to sail, the yawl ahead sounding. At 8 a.m., an opening S. 44 W.,* $5\frac{1}{2}$ leagues. At 9 a.m., saw an island and two rocks N.W. by N. At noon, saw a reef inshore, S.W. p. 608.

Sunday, 19 August, 1770.—Light breezes and fair weather; a boat ahead sounding. At 1 p.m., saw a sandy island on a shoal extending 2 or 3 miles each way. Half-past 2 p.m., hauled up to weather the shoals, hauled out into deep water, and then bore away down along shore. At 6 p.m., passed a crescent-shaped shoal east of us $\frac{3}{4}$ of a mile; several appearances of shoals round us. Half-past, came to with the best bower in 20 fathoms, loose coral; islands† (N.W. at noon) W. by S., 2 or 3 miles; tide set W. 10 furlongs per hour. Half-past 6 a.m., weighed, sending the yawl ahead, and soon after (as per yawl's signal) hauled up east of a shoal. Half-past 8 a.m., seeing a large flat shoal of considerable extent eastward, sent the pinnacle ahead, while the yawl made the best of her way between the main and the shoals, then followed with the ship. Half-past 10 a.m., hauled round the north-east part of the shoal to weather a small island ahead, which we accomplished by noon, when the boats, having lost their stations, and we, encompassed with islands and shoals, lay to for them. p. 608.

Monday, 20 August, 1770.—Moderate breezes and hazy weather. Half-past 12 p.m., made sail; yawl on board, pinnacle in her station; at 3 p.m., followed the boat between a shoal and the main; passed three small islands. At 5 p.m., saw some low islands. At 6 p.m., ditto, W.N.W., 2 leagues. At 7 p.m., anchored in 16 fathoms, low islands‡ S.S.E., $1\frac{1}{2}$ mile; made the signal for the boats as usual; tide set 1 knot per hour N.W. At 12 midnight, slack water. At 6 a.m., weighed and made sail, pinnacle ahead. At 8 a.m., hauled up to clear a lee shoal. At 10 a.m., saw shoals from W. to N.E.; there seemed a passage to leeward; sent the pinnacle to sound it and the yawl to lie on the point of the shoal. Half-past 9 a.m., bore up for the passage to leeward. Half-past 10 a.m., lay to for the yawl. At 11 a.m., made sail again. p. 609.

Tuesday, 21 August, 1770.—Moderate breezes and clear weather. P.M., pinnacle ahead sounding. At 1 p.m., brought to; half-past, made sail, passed several sandy flats. At 6 p.m., saw high land from the masthead, N.W. by N. At 7 p.m., came to with the best bower in 13 fathoms. At 6 a.m., weighed and made sail, boats ahead sounding. At 8 a.m., brought to and made the boats signal. At 9 a.m., bore away, boat ahead. At 11 a.m., brought to, and sent the longboat to sound between an island and the p. 611.

* The large bay now known as Lloyd Bay.

† Forbes's Islands.

‡ Called by Cook, Bird Islands.

1770 main; half-past, made sail. At noon, steering between some islands and
 21 to 22 Aug. the main, saw the land high and making in islands, some of which seemed
 Hawk'sw'th, to be distant; this land bore from N. to S., west about; issued fresh
 vol. iii. orders to the boats and bore up for an opening.
 p. 612.

Wednesday, 22 August, 1770.—Moderate and clear weather; saw a number of smokes along shore; lay to for the yawl, the pinnace and long-boat sounding. At 2 p.m., made sail, steering for a passage* between some islands and the main. At 3 p.m., fired a gun and made a signal for the boats to sound the next opening north of the above. At 3.45 p.m., was in it, distance from either shore $\frac{3}{4}$ of a mile; saw several Indians, who followed us shouting. At 4 p.m., fired a gun and made the boat signal and came to in a small bay in $6\frac{1}{2}$ fathoms, good ground, with $\frac{1}{2}$ a cable on the best bower; extremes of the land on the east side from N. 56 E.; an island to S.W.; the main on the west side from N. 8 E. to S. 73 W. 8 miles, the east shore 1 mile off. Half-past 4 p.m., slack tide; the captain, &c., with the marines armed in the pinnace and yawl went on shore to examine the country and view the coast from one of the hills; saw several turtle; when we came to it was high-water; found the tide of ebb set 3 knots 2 fathoms per hour S.W. At 6 p.m., possession† was taken of this country in his Majesty's name, and this announced from the shore by volleys, and answered from on board with colours flying, and concluding with three cheers. At 10 a.m., slack water, weighed and made sail, pinnace ahead.

* Endeavour Strait.

† See remarks on taking possession, note 75, ante, p. 169.

A LOG
OF
HIS MAJESTY'S BARK ENDEAVOUR.

BY

*

—————

Coasting New Holland northwards.

18 April, 1770.—2 p.m., fresh gales and squally, with a great sea from south. 4 p.m., a great number of porpoises about ye ship. 7 p.m., handed topsails. 12 midnight, squally with rain, up mainsail. 1 a.m., set mainsail. 3 a.m., fresh gales and fair. 4 a.m., set topsails. 6 a.m., saw the land, making high from N.E. by N. to W. by S., and nearest shore 7 or 8 leagues†; out all reefs and made sail. 7 a.m., bore up for the land. 10 a.m., bent the best mainsail and maintopsail. 11 a.m., fresh gale and squally, with rain. Latitude observed, 37° 50' S.

1770

18 to 20
April.Hawk'sw'th,
vol. iii.
p. 482.

19 April, 1770.—2 p.m., set steering-sail. 6 p.m., north extreme (an island), N. $\frac{1}{2}$ E., 6 miles; brought to. 10 p.m., wore ship. 4 a.m., made sail. 5 a.m., clear weather, high land (making like an island) N.N.W. 7 a.m., the buoys being all expended, ordered cask to be made up for that purpose. 9 a.m., set steering-sails; swell from S.S.W. 11 a.m., crossed a strong rippling of a tide or current. Noon, extremes from N. 10 W. to S. $\frac{1}{2}$ W., 4 or 5 leagues off shore. Latitude observed, 36° 51' S.

p. 483.

20 April, 1770.—1 p.m., moderate breezes and pleasant. 3 p.m., saw a smoke ashore. 5 p.m., the northernmost land in sight north; shortened sail. 9 p.m., little wind and fair. 11 p.m., up foresail and brought to;

p. 484.

* It is uncertain whose log this is. It is not signed; but contains at the end the following statement:—"This log of John Ibbetson's was sent to Mr. Wales. That gentleman had to correct and prepare for publication the astronomical observations of the third voyage of Cook." There does not appear to have been any person named Ibbetson on board the Endeavour. No such name appears in the list of the officers and crew (post, p. 334); nor is any mention made of him in any of the records relating to the voyage. But about the time when Mr. Wales would be preparing the observations referred to, a gentleman named John Ibbetson was Secretary to the Board of Longitude. The log was evidently forwarded by Mr. Ibbetson, in his official capacity, to Mr. Wales, and hence the note. From a careful examination of the log, and from the fact that it contains a number of astronomical memoranda by various officers not found in any of the other journals (but which, however, are so incomplete that they are not regarded as of sufficient interest for publication here), it would appear that the journal was kept by Mr. Green, the astronomer. Whenever the observations of the officers are entered, the author also records his own under the heading of "self." On four occasions, however, there is no entry under this heading, and, singularly enough, on those four days, and on those only, Mr. Green's name appears, i.e., whenever the word "self" is absent Mr. Green's name appears, but never otherwise.

The necessary allowance for westing has been made, so that, unlike the other logs and journals, the dates agree with Hawkesworth. This would appear to indicate that the log had been rewritten and the requisite correction applied at the conclusion of the voyage.

† See note 4, ante, p. 159.

- 1770 high land (set at noon), W. by N. 3 a.m., made sail. 6 a.m., out all reefs. 7 a.m., saw a remarkable peak north* ; fresh breezes and fair. 11 a.m., extremes from N. 1 W. to S. 20 W., 3 or 4 leagues off shore. Latitude observed, 35° 52' S.
- 20 to 27 April. Hawk'sw'ith, vol. iii. p. 485. 21 April, 1770.—1 p.m., moderate and pleasant ; saw a smoke ashore. 3 p.m., two small islands W. by S., 2 leagues.† 4 p.m., extreme from S. to N. 15 E. ; a remarkable bluff, W. by S.,‡ 2 leagues off shore. 5 p.m., shortened sail. 10 p.m., up foresail ; saw a fire ashore. 12 midnight, brought to. 1 a.m., little wind and cloudy, with rain ; wore ship. 3 a.m., stood in for the land. 5 a.m., variation per azimuths, 9° 50' E. 6 a.m., the bluff (set last night) S. 56 W., 3 leagues ; saw a ledge of breakers, N.N.E., lying off a low island.§ 9 a.m., swell from S.E. ; 4 or 5 miles off shore ; saw several Indians thereon. 11 a.m., south extreme (Cape Dromedary) S. 20° W. ; north extreme, N. 8° E. ; a remarkable peak (Pigeon-house Hill) N. 46 W., 2½ leagues off shore. Latitude observed, 35° 27' S.
- p. 486. 22 April, 1770.—2 p.m., light airs and fair. 5 p.m., tacked. 6 p.m., the Dromedary S. 18 W. ; the north extreme N. 4 E. 4 a.m., tacked. 9 a.m., tacked ; shifted the main jeers end for end. 11 a.m., extremes from N. 8 E. to S. 27 W. (the Dromedary) ; Pigeon-house Hill N. 49 W. : 6 leagues off shore. Latitude observed, 35° 36' S.
- p. 487. 23 April, 1770.—1 p.m., clear weather. 3 p.m., light airs. 4 p.m., extremes from N. 9 E. to S. 22 W. ; Pigeon-house Hill N. 49 W. 6 p.m., light airs and fair. 4 a.m., moderate breezes ; variation per azimuths, 7° 54' E. ; per amplitude, 7° 41' E. 9 a.m., fresh breezes ; swell from east. 10 a.m., mending the old mainsail and working up junk. 11 a.m., north extreme N.W. by N. ; Pigeon-house Hill S. 62 W. ; a bluff head, near which were two large smokes, N. 72 W. Latitude observed, 35° 10' S.
- p. 487. 24 April, 1770.—1 p.m., moderate and clear. 3 p.m., tacked ; variation per azimuths, 9° 15' E. 4 p.m., extremes from N.N.W. to S.W. ; Pigeon-house Hill S.W. by W. ¼ W. ; 6 or 7 leagues off shore. 6 p.m., shortened sail ; lightning south. 8 p.m., squally ; close-reefed topsails ; brought to. 1 a.m., strong breezes ; wore ship. 2 a.m., wore and made sail under the topsails. 6 a.m., the northernmost land N. ¼ W. ; out reefs and made all sail. 7 a.m., variation per amplitude and azimuth, 9° 21' ; 9 a.m., mending mainsail and working junk ; moderate breezes and fair. 11 a.m., saw several smokes ashore ; passed large quantities of spawn. Noon, extremes from N. 8 E. to S. 17 W. ; 3 or 4 leagues off shore. Latitude observed, 34° 22' S.
- p. 488. 25 April, 1770.—1 p.m., light airs and fair. 4 p.m., variations per azimuths, 8° 48' east. 6 p.m., extremes from S. 20 W. to N. 5 E. ; in first reef topsail. 7 p.m., saw a fire ashore. 2 a.m., light breezes. 8 a.m., repaired the old main-topsail with ye tent-curtains. 9 a.m., exercised marines. 11 a.m., extremes from S. 28 W. to N. 3 W. ; 5 or 6 leagues off shore. Latitude observed, 34° 10' S.
- p. 489. 26 April, 1770.—1 p.m., little wind and clear. 3 p.m., tacked ; in first reef topsails. 5 p.m., tacked ; extremes from S. 26 W. to N. 16 E. 11 midnight, tacked. 4 a.m., tacked. 7 a.m., tacked. 11 a.m., extremes from S. 11 W. to N. 20 E. ; 4 or 5 miles off shore. Latitude observed, 34° 22' S.
- p. 489. 27 April, 1770.—1 p.m., moderate breezes and pleasant weather ; tacked brought to and hoisted out ye yawl. 2 p.m., tacked ; 2 or 3 miles off shore ; the captain, &c., went away in the yawl. 5 p.m., tacked ; the yawl

* The "remarkable peak" was Pigeon-house Hill. The high land set at noon was Mount Dromedary.

† See note 8, ante, p. 160.

‡ This "remarkable bluff" Cook called Point Upright.

§ Brush Island.

|| See note to Pickersgill's journal, 28th April, ante, p. 214.

returned—the surf had prevented their landing; extremes from N.N.E. to S.; 4 or 5 miles off shore. 12 midnight, moderate and fair. 3 a.m., saw several fires along shore. 5 a.m., out first reef topsails. 6 a.m., saw a bay*—hailed up for it; in first reef topsails. 8 a.m., tacked. 9 a.m., hoisted out ye pinnace, and sent the master in her inshore to sound. 11 a.m., tacked. Noon, working to windward into the harbour bearing W.N.W. 2 miles.

1770

27 April to
5 May.Hawk'sw'th,
vol. iii.

28 April, 1770.—Little winds and fair; half-past 1 p.m. came to in 6½ fathoms best bower, sandy bottom—hoisted out the boats; at 3 p.m. the captain, &c., with marines and boat's crew armed, attempted landing, but were opposed on the rocks and sandy beach by two Indians, with 4-pronged wooden fish-gigs, tipped at the ends with four fish-bones, and fastened to ye wood with a gummy resinous substance. One of them, under cover of a shield, approached the boats and threw his gig, and in return was wounded with small shot. They now fled, and with them a woman and six or seven boys. On the beach they found three or four canoes made of the bark of a tree, gathered up at either end, and stuck open with a few sticks for thwarts; the houses too (about five) were no more than angular kennels, made by bending a piece of bark in the middle and resting either end on the ground, increasing the number of the pieces of bark according to ye length desired. Having found a watering-place, returned in the evening. A.M., sent a party ashore with the first lieutenant for water; veered to half a cable on the best bower, and steadied her with ye stream anchor N.E. Captain and gentlemen ashore. Extremes of the mouth of ye bay from E. to S.E. ½ E.; ½ mile off shore. Carpenters wooding. p. 490.

29 April, 1770.—Little wind and pleasant. Wooding and watering. At work in the holds, at the forge, and mending sails on board. P.M., caught fish enough in the seine to serve out 3 lb. per man. p. 495.

30 April, 1770.—Ditto weather. Employed as before. Small success in fishing. At 6 p.m., departed this life, Forby Sutherland, seamen; a.m., buried his body ashore. Latitude observed, 34° 6' S. p. 496.

1 May, 1770.—Ditto weather first part. Employed as before. Cloudy, with thunder, lightning, and rain in the night. A.M., heavy rain; scrubbed ship's bottom, and cleaned her within board. At 10 the weather moderately fair; sent wooders and waterers ashore. p. 497.

2 May, 1770.—Moderate and fair. P.M., wooding and watering; completed the water to 80 tons; captain, &c., some distance up the country, and returned in the evening. A.M., loosed sails to dry; got on board some wood; wooders ashore; saw twelve canoes fishing along shore. p. 499.

3 May, 1770.—Fine pleasant weather. Wooding and clearing ship for sea. Captain, &c., examining the country. A.M., wooders ashore; little wind and cloudy; served fish to all hands. N.B.—Low water half-past 11 a.m. p. 500.

4 May, 1770.—Light breezes and pleasant. Filled the empty water-casks. At 7 p.m. the yawl and pinnace returned from fishing; served 5 lb. of fish per man. A.M., wooding and fishing. Draught of water—forward, 14 feet 1 inch; abaft, 14 feet. Variations per azimuths, 6° 42' E. p. 502.

5 May, 1770.—At 1 p.m., low water; calm and pleasant weather; wooding, &c.; yawl brought on board in the evening two skate weighing near 600 lb.; served 5 lb. per man. At 7 p.m., high-water. At 12 midnight, light airs and fair. At 3 a.m., hove up the best bower, and hove ahead on the small cable. At 7 a.m., weighed and hoisted in the boats; made sail. 9 a.m., the two heads of the bay in one W. ½ S., the nearest of them 2 miles p. 504.

* See note 14, ante, p. 161.

- 1770 off. 10 a.m., cleared ship; set steering-sails. 11 a.m., extremes from N. 5 E. to S.W. $\frac{1}{2}$ W.; abreast of an open bay; nearest shore, 2 or 3 miles. 5 to 12 May. Latitude observed, $33^{\circ} 47' S$.
- Hawk'sw'th, vol. iii. p. 507. 6 May, 1770.—1 p.m., little wind and pleasant. 4 p.m., variation per azimuths, $8^{\circ} 00' E$. Half-past 5 p.m., north extreme N. by E. $\frac{1}{2}$ E.; some broken land like a bay N. $48^{\circ} W$.^{*}; $2\frac{1}{2}$ leagues off shore. 7 p.m., shortened sail. 5 a.m., made sail; variation per azimuths, four different compasses, $7^{\circ} 56'$. 6 a.m., light airs and fair. 9 a.m., clear weather. 10 and 11 a.m., north extreme N. by E.; 3 leagues off shore. Latitude observed, $33^{\circ} 17' S$.
- p. 507. 7 May, 1770.—1 p.m., fine clear weather; several smokes ashore. 2 p.m., light airs. 3 p.m., variation per azimuth, $8^{\circ} 25' E$. 4 p.m., tacked. 7 p.m., tacked; in first reef topsails; extremes of the land from S.W. by S. to N. 9 p.m., lost the deep-sea lead and 70 fathoms of line, and two hand-leads, endeavouring to clear it of the rudder. 1 a.m., tacked. 5 a.m., taken aback. 6 a.m., little wind and fine clear weather. 11 a.m., extremes from S. 27 W. to N. $10\frac{1}{2}$ E.; 5 miles off shore. Latitude observed, $33^{\circ} 24' S$.
- p. 508. 8 May, 1770.—1 p.m., fair weather. 3 p.m., light airs. 5 p.m., in first reefs topsail; extremes from N. by E. to S.S.W. 7 p.m., fresh breezes and fair. 10 p.m., tacked. 8 a.m., little wind and fair. 10 a.m., mending longboat and sails; people drawing yarns for making rope. 11 a.m., extremes from N.W. by N. to S.W. $\frac{1}{2}$ W.; 5 leagues off shore. Latitude observed, $33^{\circ} 37' S$.
- p. 508. 9 May, 1770.—1 p.m., moderate breezes and cloudy. 4 p.m., tacked; $1\frac{1}{2}$ miles off shore; a bluff head N.N.E.; a small bay S.W. by S.^{*} 5 p.m., northernmost extreme of the land N. by E. $\frac{1}{2}$ E. 8 p.m., fair weather. 6 a.m., saw the land making like islands N.N.E.; made sail. 8 a.m., the hands employed as yesterday. 10 a.m., extremes from N. 32 E. to S.W. by S. Latitude observed, $32^{\circ} 51' S$.
- p. 508. 10 May, 1770.—1 p.m., fresh breezes and pleasant. 3 p.m., running along shore; saw several smokes; the land broken, making like islands. 4 p.m., the north extremes N. 29 E.; an opening S. 6 W.† 5.30 p.m., extremes from N. 27 E. to S.W. $\frac{1}{2}$ W.; a small high island N. 30 W.,‡ 2 or 3 miles. 6 p.m., variation per amplitude, $8^{\circ} E$. 10 p.m., little wind. 2 a.m., moderate breezes and fair. 4 a.m., variation per amplitude and azimuths, $9^{\circ} 10'$. 5 a.m., extremes from N. to S.W. by W.; 3 or 4 leagues off shore; made all sail. 9 a.m., people employed as yesterday. 11 a.m., extremes from N. 1 W. to S. $15\frac{1}{2}$ W.; a small island N. 4 E., 3 or 4 leagues off shore. Latitude observed, $32^{\circ} 02' S$.
- p. 509. 11 May, 1770.—1 p.m., little wind and fair. 3 p.m., several fires along shore. 6 p.m., north extreme N. 2 E., 5 or 6 leagues. 7 p.m., shortened sail. 11 p.m., north extreme of three remarkable hills, called the Three Brothers, W. by N. 12 p.m., fresh breezes and cloudy. 2 a.m., taken aback. 3 a.m., moderate breezes. 5 a.m., made all sail. 8 a.m., opened a cask of beef, No. 535, containing 189 pieces, short one piece, and short of weight 32 lb.; opened a cask of pork, containing 306 pieces, short two pieces, and short of weight 5 lb. 10 a.m., mending longboat and sails, and at work in the holds. 11 a.m., little wind and fair. Noon, extremes from N. 20 W. to S.W. by S.. Latitude observed, $31^{\circ} 18' S$.
- p. 510. 12 May, 1770.—1 p.m., light winds and clear. 5 p.m., north extreme N. $\frac{1}{2}$ E. 6 p.m., tacked; shortened sail. 12 midnight, tacked. 6 a.m., fresh breezes and fair; lightning S.E. 8 a.m., saw some porpoises. 9

* Popularly, but erroneously, supposed to be Broken Bay. See note 16, ante, p. 162.

† See note 79, ante, p. 173.

‡ Port Stephens.

§ One of the Broughton Islands.

a.m., variation per azimuths, $9^{\circ} 26'$ E. 10 a.m., saw a large smoke ashore. 1770
 11 a.m., extremes from S. 24° W. to N. $22\frac{1}{2}^{\circ}$ W.; a bluff head set for the 12 to 18 May.
 north extreme yesterday.* Noon, S. 36° W., 3 or 4 leagues off shore. Latitude observed, $30^{\circ} 43' 30''$ S. Hawk'sw'th,
 vol. iii.
 p. 510

13 May, 1770.—1 p.m., light airs and pleasant; saw some smokes ashore.
 3 p.m., served slops to the ship's company. 4 p.m., variation per azimuths,
 $8^{\circ} 13'$ E. 5.30 p.m., extremes from S. 7° W. to N. 11° W.; moderate
 breezes and fair. 6.30 p.m., tacked 10 p.m., light airs and fair. 1 a.m.,
 thunder and lightning east. 4 a.m., extremes from S. by W. to N.N.W.
 8 a.m., squally, with thunder, lightning, and rain; in second reef topsails.
 9 a.m., fresh breeze and cloudy; out all reefs, and set the steering-sails.
 10 a.m., south extreme (on the 12th the north extreme) S. 33° W., nearest
 shore 4 leagues; north extreme N.N.W. Latitude observed, $30^{\circ} 22'$ S.

14 May, 1770.—1 p.m., fresh breezes and fair. 2 p.m., saw more land p. 510.
 north. 3 p.m., fresh gales and squally, with hail and rain and thunder;
 in first reef topsails; several smokes along shore. 4.30 p.m., close-reefed
 topsails; handed mainsail. 5 p.m., passed by an island,† distant therefrom
 3 miles; extremes from N.N.W. to S. by W. 7 p.m., up foresail. 8 p.m.,
 brought to. 10 p.m., stood on under the maintopsail; sounding every half-
 hour. 1 a.m., fresh gales and fair. 6 a.m., made sail. 8 a.m., saw several
 of the natives on the shore. 9 a.m., made all sail; mending sails, long-
 boat, and drawing yarns for rope. 11 a.m., extremes from N. 28° W. to S.
 $\frac{1}{2}^{\circ}$ W.; a bluff‡ abreast of the ship N. 70° W., 3 miles; set steering-sails.
 Latitude observed, $28^{\circ} 40'$ S.

15 May, 1770.—1 p.m., fresh breezes and fair. 2 p.m., more land north. p. 511.
 3 p.m., bent old mainsail and topsail. 5 p.m., saw breakers on the larboard
 bow; half-past, saw more N. by E.; hauled off; extremes from N.W. to
 S.; 5 miles off shore. 6 p.m., sounded in standing off. 8 p.m., hove to;
 fresh gales and cloudy; heavy swell from south. 9 p.m., wore and brought
 to, head in shore. 4 a.m., made sail. 5 a.m., saw breakers on the larboard
 bow; made more sail. 6 a.m., the breakers in one with a remarkably high
 peak§ S.W., 4 miles; clewed up foretopsail to mend; out two reefs, and set
 topgallant sails. 11 a.m., extremes from S. 8° E. to N. 11° W.; the peak
 S. 12° W.; 6 miles off shore. Latitude observed, $27^{\circ} 46'$ S.

16 May, 1770.—1 p.m., fresh breezes and clear; bent the old foresail and p. 512.
 mizen. 5.30 p.m., north extreme, seen from the masthead, N. by W.||;
 south extreme S. $\frac{1}{2}^{\circ}$ W.; a ledge of breakers N.W. by W.; heavy S.S.E.
 swell. 6 p.m., shortened sail. 8 p.m., brought to. 1 a.m., moderate and
 fair; made sail; sounding every half-hour. 9 a.m., mending longboat and
 drawing yarn. 11 a.m., fresh breeze and fair; several smokes ashore.
 Noon extremes from N. 16° W. to S. by W. $\frac{1}{2}^{\circ}$ W.; a bluff¶ N. 53° W.,
 4 leagues. Latitude observed, $26^{\circ} 28'$ S.

17 May, 1770.—1 p.m., moderate and fair; set up maintopmast shrouds. p. 514.
 5 p.m., northernmost land N. by W., 2 or 3 leagues. 9 p.m., brought to.
 11 p.m., little wind. 3 a.m., the point set last night W.S.W.** 4 a.m.,
 out all reefs and made sail. 5 a.m., moderate breezes. 10 a.m., mending
 longboat. 11 a.m., extremes from S. to N. 3° W., 2 or 3 leagues off shore.
 Latitude observed, $25^{\circ} 33'$ S.

18 May, 1770.—1 p.m., light airs and clear; bent the old main-topsail. p. 515.
 3 p.m., variation per azimuths, $8^{\circ} 36'$ E. 5 p.m., north extreme of the land

* Smoky Cape.

† The South Solitary. See note 28, ante, p. 163.

‡ This bluff, Cook called Cape Byron, in honour of Commodore Byron, of the Dolphin.

§ See note 24, ante, p. 163.

¶ See note 86, ante, p. 173.

¶ Noon Head.

** Double Island Point.

1770 N. $\frac{1}{2}$ W. 9 p.m., little wind and fair. 5 a.m., moderate breezes; made sail. 6 a.m., variation per amplitude, $8^{\circ} 23'$; per azimuths, $8^{\circ} 20'$. 11 a.m., extremes from N. 31° W. to S. 22° W.; 5 miles off shore. Latitude observed, $25^{\circ} 04'$ S.

Hawk'sw'ith,
vol. iii.
p. 516.

19 May, 1770.—1 p.m., moderate breezes and clear. 5.30 p.m., extremes seen off deck from N. 42° W. to S. 7° W.; land seen from the masthead, N.N.W. $\frac{1}{2}$ W.; 2 or 3 leagues off shore. 7 p.m., variation per azimuth, $8^{\circ} 45'$. 4 a.m., fresh breezes; made sail. 5 a.m., made all sail; saw the land ending in a point W.S.W.; hauled up for it; saw a ledge of breakers running out from the land to N.W.* 7 a.m., the point S.W.; end of the breakers, N.W. by N.; 3 or 4 miles off the nearest part of them. Noon, moderate and fair; extremes from S. 7° E. to S. 4° W.; north extreme of the reef, N.W. $\frac{1}{2}$ W. Latitude observed, $24^{\circ} 26'$ S.

p. 517.

20 May, 1770.—1 p.m., moderate breezes and fair. 2 p.m., sent the yawl to sound a place appearing shoal from the water breaking over it; found from 5 to 7 fathoms; half-past, passed the tail of the shoal, soundings irregular, from 6 to 9 fathoms; the point of land (set at noon) then bearing S. 14° E.† 6 p.m., the land S.E. by S. 7 or 8 leagues. 12 midnight, found a current setting S.W. 1 knot 2 fathoms per hour. 1 a.m., light airs and smooth water. 2 a.m., saw land from the masthead, S.E. $\frac{1}{2}$ S. 8 a.m., more land, W.S.W.; carpenters caulking main deck. 9 a.m., moderate breezes. 11 a.m., extremes from S. 3° W. to N. 36° W.; 7 or 8 leagues off shore; smoke ashore. Latitude observed, $24^{\circ} 28'$ S.

p. 518.

21 May, 1770.—1 p.m., moderate breezes and clear. 3 p.m., variation per amplitude, $8^{\circ} 03'$ E. 8 p.m., came to† with ye best bower in 8 fathoms; veered to $\frac{1}{3}$ of a cable. 12.30 a.m., slack water, fallen 2 feet. 4 a.m., found the tide to rise 1 foot 11 inches. 5.30 a.m., found it to rise 1 inch; hove short. 6.30 a.m., weighed and came to sail. 7 a.m., little wind and fair. 9 a.m., out first reef main-topsail; variation per azimuths, $7^{\circ} 50'$. 10 a.m., caulking main deck. 11 a.m., extremes from N. 37° W. to S. 22° E.; 2 miles off shore. Latitude observed, $24^{\circ} 19'$ S.

p. 519.

22 May, 1770.—1 p.m., little wind and clear. 2 p.m., variation per amplitude, $8^{\circ} 30'$. 3 p.m., saw more land north. 5 p.m., tacked; opened a large bay§; sent a mate in the yawl to sound for an anchoring-place; half-past, extremes from S. 77° E. to N. 42° W. 6 p.m., working into the bay till we sounded to 5 fathoms, when we anchored at 8 o'clock, and veered to $\frac{1}{3}$ of a cable; extremes from E. to N.W. $\frac{1}{2}$ W.; 3 miles off shore. At 12 midnight, found the tide had ebbed 3 feet since 9 o'clock. At 3 a.m., slack water; had ebbed since 12, 1 foot and $\frac{1}{2}$. At 4 a.m., tide had flowed 10 inches. At 5 a.m., fresh breezes and fair. At 6 a.m., veered to $\frac{2}{3}$ of a cable; the captain, &c., in the pinnace and yawl ashore fishing, &c. Latitude observed, $24^{\circ} 04'$ S.

p. 519.

23 May, 1770.—Light airs and fair. At 1 p.m., hove in to $\frac{1}{3}$ of a cable. At 4 p.m., the boats returned; no success in fishing. At 12 midnight, moderate breezes. Half-past 4 a.m., weighed and made sail. 5 a.m., saw a ledge of breakers lying off the north extreme of the bay. 7.30 a.m., run by the breakers. 11 a.m., west point of the bay sailed from S. 54° E.; N. extreme of the land, N. 68° W.; nearest shore, 4 leagues. Latitude observed, $23^{\circ} 52'$ S.

p. 522.

24 May, 1770.—1 p.m., fine clear weather; caught some fish of the schnapper kind. 3.30 p.m., extremes from the masthead from N.W. by W. to S.E.; light airs. 9 p.m., brought to. 12 midnight, wore ship. 5 a.m., moderate and fair; made sail; crossed the tropic of Capricorn. 7 a.m.,

* See note 28, ante, p. 163.

† Sandy Cape.

‡ See note 31, ante, p. 164.

§ Bustard Bay. See note 32, ante, p. 164.

|| See note 34, ante, p. 164; and the entries under date 25 May in the other journals.

a headland in one with a bluff, W. by N. 8 a.m., saw high land, making like islands, N.W.; variation per amplitude and azimuths, $7^{\circ} 20'$ E. 10 a.m., steering between the main and some rocky islands. Noon, south extreme S. 66° E.; an island abreast N. 12° E. 2 or 3 miles; north extreme an island, N. 19° W., 5 miles from the main. Latitude observed, $23^{\circ} 24'$ S. 1770
24 to 28 May.
Hawk'sworth,
vol. iii.
p. 523.

25 May, 1770.—1 p.m., light breezes and pleasant. 5 p.m., calm; variation per amplitude and azimuths, $7^{\circ} 28'$. 6 p.m., came to* with the best bower, 10 feet sand; the island passed at noon,† east 3 or 4 miles northernmost island, N. by W., 4 leagues. 11 p.m., high-water, had flowed 6 feet 8 inches. 2 a.m., light breezes. 4 a.m., water had fallen 7 feet. 5.30 a.m., slack water; began to heave up. 6 a.m., weighed and came to sail; moderate breezes and clear. 9 a.m., sailing between some islands‡ and the main, each distant 4 miles. 11 a.m., shortened sail upon shoaling to $\frac{1}{2}$ less 5; sent a mate in the yawl ahead sounding. Noon, a remarkable peak,§ N. 25° W.; northernmost land in sight, N. by W. $\frac{1}{2}$ W., 4 miles off shore. Latitude observed, $23^{\circ} 06'$ S.

26 May, 1770.—1 p.m., little wind and fair; came to with the best bower; sent the pinnace and yawl west to sound; in the evening they returned, and the master reported the passage a bad one. 6 p.m., weighed and made sail; pinnace and yawl on the bows sounding. 9 p.m., came to with the best bower; veered to $\frac{1}{2}$ of a cable. 6 a.m., moderate breezes and fair; weighed and made sail; pinnace and yawl sounding for a passage eastward between the islands. 9 a.m., running between the islands||; hoisted in the boats and set steering-sails; outermost island S.E., 3 or 4 miles. Noon, north extreme N. 32° W.; two small islands,¶ the one N., the other N. 12° E.; $4\frac{1}{2}$ leagues off shore. Latitude observed, $22^{\circ} 53'$ S. p. 524.

27 May, 1770.—1 p.m., moderate breezes and pleasant. 2 p.m., passed between two small islands and the main. 5.30 p.m., north extreme of the main, N. 6° W.; outer island off the N. end N. 39° W.; shortened sail, and brought to under the topsail. 10 p.m., wore ship. 1 a.m., fresh breezes and cloudy. 3.30 a.m., made sail. 6.30 a.m., passed by a headland,** then altering the course, steered between some islands. 9 a.m., sent a mate in the yawl ahead sounding. 10 a.m., shoaling our water to 7 fathoms, and the yawl making the signal for still shoaler water, at the same time seeing the water break close ahead, hove in stays and let go the best bower††; veered to $\frac{3}{4}$ of a cable, and had then $3\frac{1}{4}$ fathoms water; found the tide rising fast and setting E.S.E.; the yawl returned; the north extremes of the main N. 38° W.; several islands N. and S.; distance from the nearest, 2 or 3 miles. Latitude observed, $22^{\circ} 08'$ S. p. 525.

28 May, 1770.—1 p.m., moderate gales and cloudy, with drizzling rain; sent a mate in the yawl to sound. 2 p.m., weighed and came to sail; yawl ahead. 5 p.m., small rain. 6 p.m., came to with the best bower, and veered to ye $\frac{1}{2}$ -cable service‡‡; an opening in the main making like an harbour, W. by S., 3 miles. 9 p.m., little wind and cloudy, with small rain. 4 a.m. fresh gales and cloudy. 5 a.m., the master and mate in the pinnace and yawl sounding the opening set last night. 7 a.m., came to with the best bower, and veered to $\frac{1}{2}$ of a cable; extremes of the harbour's mouth, N. 75° p. 526.

* See note 35, ante, p. 164.

† The Hummocky Island of Lieutenant Flinders.

‡ The Keppel Islands.

§ Mount Atherton. See note 91, ante, p. 174.

|| The islands, between which Cook sailed, were the two principal ones of the Keppel Group.

¶ Called by Cook, the Two Brothers. They lie off Cape Manifold, and it was between them and the main that he sailed at 2 p.m. on the following day.

** Cape Townshend. See note 41, ante, p. 165.

†† The vessel was anchored off Shoalwater Bay.

‡‡ Thirsty Sound. See note 43, ante, p. 165.

- 1770
28 May to
2 June.
Hawk'sw'th,
vol. iii.
p. 528.
- E. to N. 33 E., $\frac{3}{4}$ of a mile off the shore ; an island open with the harbour's mouth, N. 40 E. 10.30 a.m., slack water. 11 a.m., moderate and pleasant weather. 12 a.m., captain in the pinnace and master in the yawl examining the harbour.
- 29 May, 1770.—Fresh breezes and clear weather. At 4 p.m., the master returned. At 5 a.m., the captain went ashore to survey the harbour, and at 8 a.m., he proceeded up the river. Carpenters caulking the quick-work. Latitude observed, 22° 5' 30" S.
- p. 530.
- 30 May, 1770.—Fresh breezes and cloudy, with some small rain. At 6 p.m., the captain returned, having been 8 leagues up the river or lagoon ; cleared ship for sea. At 6 a.m., weighed and came to sail. 9 a.m., the river's mouth S.S.W., 5 miles ; fresh breezes and cloudy. 10 a.m., passed by some rocks ; sent the pinnace ahead to sound a passage between some islands. 11 a.m., the port sailed from S. 40 E. ; north extreme of the main, N 83 W. ; nearest island S.S.W., 5 miles. Noon, pinnace ahead sounding ; saw several more islands N.W.* Latitude observed, 21° 53' S.
- p. 532.
- 31 May, 1770.—Fresh breezes and thick cloudy weather, with rain. 12.30 p.m., shoaling our water suddenly to 5 fathoms, and the pinnace making the signal for shoal water, let go the best bower in 3 fathoms sand. 3.30 p.m., weighed ; pinnace ahead sounding ; stretched into the offing. 4.30 p.m., bore up for a passage between some islands. 5.30 p.m., saw some rocks ahead ; anchored under the lee of an island,† S.E., $1\frac{1}{2}$ mile ; veered to $\frac{1}{2}$ a cable ; high-water ; gravel and shells. 6 p.m., fresh gale and squally, with rain ; 6 a.m., weighed, and came to sail between the islands, having the ebb against us. 9 a.m., saw the main as far north as W.N.W. 11 a.m., shoaling our water, hove to, and sent the yawl ahead sounding ; made sail after her. 12 noon, N.W. extreme of the main, N. 71 W. ; island sailed from, S. 32 E. ; sailing between a great number of islands and the main ; nearest island 3 or 4 miles off. Latitude observed, 21° 30' S.
- p. 533.
- 1 June, 1770.—1 p.m., moderate breezes and cloudy ; the yawl ahead. 5 p.m., made a signal for the yawl. 6 p.m., north extreme of the land (making like an island), N. 45 W. ; some land (making like islands) N. 18 W. ; same time hoisted the yawl up. 8 p.m., came to with ye best bower in 11 fathoms, and veered to ye $\frac{1}{2}$ cable service.‡ 10 p.m., found a slow motion of a tide setting west. 1 a.m., slack tide. 2.30 a.m., the ship tended to the eastward and rode ahead of her anchor ; found the tide had risen 2 feet. 5 a.m., began to heave up ; tide had risen 9 feet. 6 a.m., weighed and came to sail ; tide risen 11 feet, and set strong from W.N.W. 7 a.m., variation per amplitude, 6° 45' E. 9 a.m., set steering-sails. 10 a.m., saw more land N.W. 11 a.m., the ground so uneven that the yawl was sent ahead to sound. Noon, extremes from N. 66 W. to S. 27 E. ; extremes of a number of islands§ from N. 51½ W. to E. ; nearest shore, 2 leagues. Latitude observed, 20° 56' S.
- p. 534.
- 2 June, 1770.—1 p.m., moderate breezes and pleasant ; boat ahead. 5 p.m., steering for an opening.|| 6.30 p.m., made the signal for the boat. 7 p.m., hoisted the boat up. 10 p.m., came to with the best bower and veered to $\frac{1}{2}$ a cable. 12 midnight, found the tide setting north. 2 a.m., water fallen 7½ feet. 5 a.m., slack water ; fallen 9 feet. 6 a.m., tide from the north ; water risen 3 feet ; weighed and made sail ; variation per amplitude, 6° 57' E. 7 a.m., found low land running across what was thought an opening last night ; hauled up for the islands. 9 a.m., saw an opening

* These would be the Northern Islands of the Northumberland Group.

† One of the Northumberland Islands, at the entrance to Broad Sound.

‡ See note to entry of 2nd June in Lieutenant Hicks's journal, ante, p. 182.

§ The Cumberland Isles.

|| Repulse Bay, at the mouth of which the anchor was dropped at 10 p.m.

N. by E. 10 a.m., south extreme of the main S. 23 E., 7 leagues. 11 a.m., south extreme of the opening (or straits)* at S. 5 W. to S. 44 E.; north extreme of ditto at N. 17 W. to N. 32½ W.; an island, a remarkable peak,† N.E. Noon, sailing in mid-channel; distance from each shore, 4½ miles. Latitude observed, 20° 27' S. 1770 2 to 7 June. Hawk'sw'th, vol. iii.

3 June, 1770.—1 p.m., moderate breezes and pleasant; running between the main and a chain of islands; distance from the main 1 and from the islands 2 miles; saw several albatrosses; saw two of the natives with a canoe having an outrigger (the largest canoe seen on the coast) on the beach. 7.30 p.m., the northernmost extreme of the straits in sight from N. 57° 30' W. to N. 15 E.; the southernmost from S. 32 E. to S. 21 E.; a small island, N. 55 W.‡; nearest shore, 4 or 5 miles. 3 a.m., brought to. 4 a.m., made sail. 5 a.m., extremes from E. by N. to W. Noon, extremes from S. 69 E. to N. 76 W.; an island,§ N. 56½ E.; 3 leagues off shore. Latitude observed, 19° 48' S. p. 535.

4 June, 1770.—2 p.m., moderate breezes and fair. 5 p.m., high land, W. by N. 6 p.m., abreast of some high barren land.¶ 11 p.m., upon shoaling to 7 fathoms hauled from the land. 4 a.m., saw land as far as W.N.W. 6 a.m., little wind; set steering-sails. 11 a.m., extremes from S. 44 E. to N. 84 W.; 4 leagues off shore. Latitude observed, 19° 12' S. p. 537.

5 June, 1770.—1 p.m., little wind and pleasant. 3 p.m., repairing the pinnace and picking oakum. 6 p.m., extremes of the main from W. to S.E.; a hummock (making like an island)¶ N.W. by W.; in steering-sails. 5 a.m., light airs; variation, 5° 31' E. 11 a.m., extremes from N. 49 W. to S. 28 E.; 5 miles off shore. Latitude observed, 19° 0' 30" S. p. 538.

6 June, 1770.—1 p.m., light airs, inclinable to calm. 3 p.m., variation per amplitude, 5° 26' E. 4.30 p.m., extremes of the main from N. 83 W. to S. 40 E.; an island from N. 41 W. to N. 55 W.; nearest shore, 4 or 5 miles. 2 a.m., variation per amplitude, 5° 00' E. 4 a.m., extremes of the main from N. 21 E. to S. 70 E. 6 a.m., employed as before; punished Thomas Dunster with twelve lashes for theft. 8 a.m., running between a chain of islands and the main. 9 a.m., saw some large canoes and several Indians. 10 a.m., sailing between islands** and the main; extremes of the main from S. 57 E. to N. 24 W., 3 or 4 leagues off. 11 a.m., extremes of the islands from N. 3½ W. to N. 42 E.; nearest 3 or 4 miles; saw a number of smokes ashore. Noon, steering for an opening between the islands and the main. Latitude observed, 18° 49' S. p. 539.

7 June, 1770.—1 p.m., light airs, inclinable to calm; running between a chain of islands and the main; saw several smokes; many of the natives and canoes along shore. 4 p.m., the first lieutenant, with the two small boats, went ashore on an island††; found no cocoanuts, which had been supposed seen. 5 p.m., ditto, returned; hoisted up the boats; northernmost point of the main, N. 30 W.; half-past, made sail; nearest shore, ½ a mile. 6 p.m., little wind. 12 midnight, hauled up for a seeming opening,‡‡ but bore away on discovering low land across. 5 a.m., hauled up for an opening between an island and the main, but at daybreak saw breakers in the passage; bore away, and stood without ye island. 6 a.m., opened a cask of beef, No. 542, short twelve pieces; opened cask of pork, full. 9 a.m., p. 539.

* Whitsunday Passage, so called by Cook because he passed through it on Whitsunday.

† Pentecost Island, one of the Cumberland Group.

‡ Now known as Molle Island.

§ Holborne Island.

¶ Cape Upstart. See note 49, ante, p. 166.

¶ Magnetic Island. See note 50, ante, p. 166.

** The Palm Islands. See note 62, ante, p. 167.

†† Lieutenant Hicks went ashore on one of the Palm Islands. He was accompanied by Banks and Solander.

‡‡ Rockingham Bay. See note 54, ante, p. 167.

- 1770 steering between some small islands,* distance off each $\frac{1}{2}$ of a mile; saw several Indians on one. 10 a.m., extremes of the land from S.S.E. to N.; distance from an island, $1\frac{1}{2}$ miles. Latitude observed, $17^{\circ} 59' S$.
 7 to 11 June.
- Hawk'swth,
 vol. iii.
 p. 540. 8 June, 1770.—1 p.m., moderate breezes and pleasant. 3 p.m., northernmost extreme of the land, N. 30 W., or 4 or 5 leagues. 6 p.m., saw several fires along shore. 4 a.m., set steering-sails; northernmost extreme of the land, N.N.W.; variation per amplitude, $4^{\circ} 53'$. 7 a.m., saw a smoke ashore. 10 a.m., sailing between an island and the main,† distance from either 1 mile; extremes of the main from S. 15 E. to N. 32 W.; a small low island, N. 3 W.‡ Latitude observed, $16^{\circ} 55' S$.
- p. 542. 9 June, 1770.—1 p.m., fresh breezes and clear; half-past, shortened sail and stood in for a bay.§ 2 p.m., sent a mate sounding in the yawl ahead. 3 p.m., came to with best bower; extremes of the bay from S. 79 E. to S. 78 W.; a low island|| in the offing, N. 30 E., $2\frac{1}{2}$ miles from the shore. 6 p.m., the captain, &c., went ashore in the pinnace and yawl, and returned in the evening. 8 p.m., light airs and cloudy. 12 midnight, weighed and made sail out of bay. 1 a.m., rain in showers. 3 a.m., moderate breezes and fair; the place sailed from S.E. 5 miles. 5 a.m., extremes of the land from S.E. to N. 27 W. 9 a.m., passed some low sandy islands¶; 11 a.m., extremes of the land from N. 25 W. to S. $37\frac{1}{2}$ E., nearest part N. 66 W., 7 or 8 miles. Latitude observed, $16^{\circ} 20' S$.
- p. 543. 10 June, 1770.—1 p.m., moderate breezes and fair, sailing along shore, 3 or 4 leagues off. 3 p.m., saw two low sandy reefs, N.E. 4 or 5 leagues. 4 p.m., cloudy weather and smooth water. 5 p.m., saw some rocks above water, N. 6 W., 2 or 3 leagues. 6 p.m., shortened sail in second reefs and hauled off shore. 7 p.m., clear weather. 8 p.m., passed over a bed of rocks. 9 p.m., shoaled from 20 to 17, and standing on a cable's length further struck on some rocks, clewed all up and hoisted out the boats, sounded round the ship and found her lying on the edge of a bank of coral stretching N.W.; carried out the stream anchor with two hawsers south, hove taut; got down topgallant yards and struck yards and topmasts; the ship still driving into shoal water and further on the bank, and striking very hard, carried out the coasting-anchor and cable S.W. 8 a.m., hove taut on the coasting-cable; and to lighten the ship and clear away for heavier articles, hove overboard hoops, staves, empty casks, and oil-jars; carried out the spare stream anchor S.W., hove taut upon it. 6 a.m., started 30 tons of water, hove overboard condemned stores of the boatswain and carpenter, likewise strong iron ballast and firewood out of the holds; found we had sprung a leak; cut off the heels of the two spare topmasts to clear the foremost pumps, worked three pumps, the fourth refused, carried out best bowers with the cable W., hove all the 4-pounders upon deck (6) overboard; 11 a.m., light airs and fair weather; ship now lies with three streaks heel to starboard. Latitude observed, $15^{\circ} 45' S$.
- p. 547. 11 June, 1770.—1 p.m., these 24 hours light airs and fair weather, working at the pumps incessantly and clearing ship, carried out the small bower W., lashed blocks on bower cables and reeved hawser, then hove taut on all the five anchors. 4 p.m., low water; this we knew by the rocks about the ship and part of the bank being dry, the rise and fall not exceeding 3 or 4 feet. 5 p.m., tide began to rise, hove a fresh strain and used every method our situation would admit of to heave off; the leak did not gain on the three pumps,

* The Family Isles.

† One of the Fitzroy Isles. The point of the mainland, off which they lie, Cook called Cap: Grafton. See note to entry under date 9th June in other journals.

‡ Green Island.

§ The southern arm of Trinity Bay.

|| Green Island, which at noon, the previous day, bore N. 8 W.

¶ Cook gave these islands no name. They are now known as the Low Islets.

constantly working. 9.30 p.m., ship righted. 10 p.m., hove her afloat, veered away on the stream cable and small bower, and brought the best bower and coasting anchors ahead in 15 fathoms mud; impossible to save the small bower, so cut it away with a whole cable. 1 a.m., sent the longboat to weigh the stream anchor; purchased it; lost the cable among the rocks; working on the pumps, &c. 4 a.m., the leak gained on the pumps these four hours, had 3 feet 9 inches in the hold. 5 a.m., weighed the spare stream anchor and ran it out S.S.E., warped the ship by it to windward, hove up best bower and coasting anchors, swayed up fore-topmast and fore-yard. 8 a.m., pumps gained on the leaks these last four hours. 9 a.m., warped ahead; some hands employed sewing hair, wool, and oakum into a lower steering-sail to fother the ship. 11 a.m., weighed and came to sail with a light air at E.S.E.; Pinnacle ahead towing and a small boat lying on the edge of the rocks. Noon, dry bank N. $1\frac{1}{2}$ miles; swayed up main topmast and main yard.

1770

13 to 16
June.Hawk'swith,
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12 June, 1770.—1 p.m., light airs and fair; standing off the shoal and in for the main; it being suspected that the starboard bow was the part where the ship had suffered most fothered her there, which presently decreased the leak so much that one pump with ease kept her clear. 6.30 p.m., came to with the coasting-anchor. 12 midnight, moderate breezes off the land and fair weather. 5.30 a.m., weighed and came to sail. 6 a.m., sent the pinnacle ahead to sound. 8 a.m., passed two small low islands,* distance from the main 4 leagues. 9 a.m., up topgallant yards. 10 a.m., extremes of the main from S. 16 E. to N. 14 W. The two islands from S. 35° 30' E. to S. 47 E.; some land (making like islands) N. 8½ W., distance off shore 2 or 3 leagues. Latitude observed, 15° 37'. p. 551.

13 June, 1770.—1 p.m., moderate breezes and fair; pinnacle ahead sounding. 3 p.m., saw an opening, appearing like an harbour, W.S.W., 4 or 5 miles; stood off and on, while the master and a mate, in the pinnacle and yawl, went in to sound. At 6 p.m., brought to with the spare anchor (having lost our small bower, as remarked) in 5½ fathoms; extremes of the land from N. to S.S.E.; the opening S.W. by W., 3 or 4 miles. Our boats found the harbour inconvenient for the ship; the pinnacle ran along shore, and at 8 p.m. returned, reporting a very good harbour 2 or 3 leagues to ye N.W.; fresh breezes and fair. 5 a.m., weighed and made sail; pinnacle and yawl ahead. Soundings, 5½, 6, 7, 8, 7, 6, 5, 4, 3½, 3, 7, 6½, 6, 5, 5½, 6, 5, 5½, 5, 4½, mud. 9 a.m., came to, with the best bower, in 4 fathoms, and veered to ½ of a cable; extremes of the land from N. 20 E. to S. 28 E.; last anchoring-place, S. 25 E., 7 miles; mouth of the harbour, S. 63 W., 1½ miles; a shoal N. 49 E., 2 miles. Fresh trade and fair; captain and master, in the pinnacle and yawl, went inshore to buoy the channel into ye river. Carpenters repairing the bad pump. Latitude observed, 15° 26' S. p. 553.

14 June, 1770.—Fresh trade and cloudy; in the night, rain. P.M., down fore topgallant yards; unbent mainsail and some of the small sails. At 8 p.m. veered to ¾ of a cable. A.M., got in the jibboom and spritsail yard; condemned fore topgallant sail for parcelling for the bad pump and topgallant bowlines for woolding it. Employed splicing the hawsers cut among the rocks on the 11th and 12th instant. Saw a smoke ashore. p. 554.

15 June, 1770.—Fresh gales and cloudy, with passing showers of rain. At 6 a.m. weather more moderate; hove ahead, but the gale increasing, veered away, as before. p. 555.

16 June, 1770.—First and middle parts, ditto weather; latter, fresh breezes and fair. At 7 a.m. weighed and came to sail. At 8 a.m. she struck on the bar. At 9 a.m. she backed off, but soon after, coming too near the weather shore, she grounded; carried out the stream anchor and hove p. 555

* Hope Isles. See note 63, ante, p. 168.

- 1770
16 to 23
June. taut ; turned all hands to to get the booms and spars over the side for a raft ; got down the foreyard, foretopmast, and foretopsailyard upon the raft. Low water at 11 o'clock.
- Hawk'sw'th,
vol. iii.
p. 556. 17 June, 1770.—First and middle parts, fresh breezes and cloudy, with rain ; latter, fresh breezes and fair. At 1 p.m. got the ship off, and warped her alongside of a steep bank on the north side of the river* ; made fast two hawsers to trees ; had the best bower on the starboard bow in the stream, and the stream anchor run out from the starboard quarter ; got the anchors and cables and all the hawsers on shore. A.M., made a stage from the ship to the shore ; landed the empty water-casks and all the dry provisions ; erected a tent for the provisions and stores, and another for the sick ; landed the carpenter's stores ; sent a boat to haul the seine. Low water at noon. Fishing-boat returned unsuccessful.
- p. 557. 18 June, 1770.—Fresh breezes and cloudy, with frequent showers of heavy rain. P.M., employed landing provisions and stores ; sent the sails that were unbent ashore. A.M., got the four guns out of the main hold, and mounted them on the quarter-deck ; got a spare bower anchor and anchor-stock ashore ; landed the remainder of the stone ballast.
- p. 558. 19 June, 1770.—Ditto weather. P.M., got most of the ground-tier butts out ; many of them are quite rotten, and will not bear rolling ; got most of the boatswain's and carpenter's stores ashore. A.M., got a spare anchor ashore, a spare windlass, the rest of the ground tier, two spare caps, and sundry other spare stores.
- p. 558. 20 June, 1770.—Moderate breezes and fair weather. Clearing ship and preparing for hauling her ashore ; in trimming the coals aft, heard the water making its way by the flooring ends, 10 feet abaft the foremast. A.M., landing the coals ; the surgeon went up the river to get beans for the sick ; wheat boiled for breakfast.
- p. 559. 21 June, 1770.—Fresh breezes and fair. P.M., landing the coals ; the gunner got the powder and all his other stores ashore. At 4 p.m. cast loose and warped up the river a cable's length, to a bank pitched upon as a proper place for the ship to lie ashore, on which the carpenters are at work on her bottom. At 8 p.m., high water, hove her close ashore—draught of water forward, 7 feet 9 inches ; abaft, 11 feet 6 inches—her bow close up to ye mangroves, and her stern in $3\frac{1}{2}$ fathoms. At 2 a.m. the tide left the ship dry forward ; examined the leak, and found four planks cut through by the rocks, some of the rocks sticking in her bottom ; several other streaks were much damaged—all this on the starboard bow ; on the larboard, much of the sheathing was lost, with other damages. At 10 a.m. the carpenters began to work upon her, being two hours ebb ; some hands employed digging a well and clearing the watering-place ; unbent the main topsail to mend ; sent the longboat to take up the stream anchor ; the ship being fastened to the shore by the messenger, had a 6-inch hawser to the spare stream anchor out in the river for a sternfast.
- p. 559. 22 June, 1770.—Fresh breezes and fair. Carpenters shifting the damaged plank ; seamen scraping her bottom. A.M., carried out the spare stream anchor astern, ready to heave off by ; cleaned between decks ; sent a boat to haul the seine ; it returned at noon with but few fish.
- p. 560. 23 June, 1770.—Strong breezes and fair. P.M., carpenters finished the starboard side ; sent the fishing-boat away ; trimmed everything over for heeling ship the other way. At 6 p.m. the boat returned luckless. At 9 p.m. hauled the ship off a little, and heeled her to starboard. A.M., carpenters at work on the larboard bow.

* This is an error. The vessel was beached on the south—not the north—side of the river. The same error is repeated in several of the other logs.

- 24 June, 1770.—Ditto weather. P.M., carpenters employed as before ; sent a boat over the river for beans and purslane for the sick. A.M., a party on shore filling water. 1770
24 June to
4 July.
- 25 June, 1770.—Ditto weather. P.M., carpenters finished their work on the larboard bow ; some hands employed filling water. A.M., getting casks under the ship's bottom to float her off the next flood. Hawk'sw'th,
vol. iii.
- 26 June, 1770.—Ditto weather. P.M., people watering ; got 19 tons of cask under the ship, ready for high-water ; carpenters caulking. At 4 carried the other stream anchor out astern. High-water $\frac{3}{4}$ past 11 p.m. ; hove a great strain upon both anchors, but in vain, the tide not rising near so high as last night. At daybreak got a considerable weight of sundry articles forward from abaft, to ease the ship. Some of the people filling water, some overhauling the rigging, some landing the casks from under her bottom, having now lost all hope of floating her before the next spring tides ; carpenters fitting stocks to ye spare anchors. p. 563.
- 27 June, 1770.—Ditto weather. Employed rigging and watering ; coopers, armourers, carpenters, &c., at their respective employments. p. 563.
- 28 June, 1770.—Ditto weather. Employed as before. P.M., the captain went ashore to attend an observation of Jupiter's satellites. Sent a boat to haul the seine ; caught 154 lb. of fish. p. 564.
- 29 June, 1770.—First and latter parts, fresh breezes and cloudy ; middle, light airs, with rain. Employed as before ; caught in the seine to-day 254 lb. of fish ; carpenters cutting firewood. p. 564.
- 30 June, 1770.—First and middle parts, fresh breezes and fair ; latter, light airs and cloudy. Employed as before. A boat fishing, with much the same success. A.M., a man from every mess sent away to haul the seine ; the rest of the ship's company refreshing ashore. p. 565.
- 1 July, 1770.—Ditto weather. P.M., people employed fishing and refreshing. A.M., the master, in the pinnace, went to the eastward to find a passage between the reefs ; all hands employed variously, as usual. p. 565.
- 2 July, 1770.—Fresh breezes and fair. P.M., carpenters repairing the longboat ; lashed casks under the ship to get her off, if possible, next high-water. At 6 p.m. hove a strain to no purpose. A.M., sent the boat fishing, as usual ; a party of men who were out all night in quest of some beasts we have frequently seen on the hills, returned this morning without success.* At noon the master returned and brought the good news of a passage, also a quantity of large cockles, clams, &c., from the reefs, where they abound ; served these out to all hands ; hauled the seine, as usual. p. 566.
- 3 July, 1770.—Strong gales and fair. P.M., employed wholly as before. At 7 p.m. hove the ship afloat, and landed the spare and empty casks that were under her bottom. A.M., trimmed ship to an even keel ; got up the foretopmast, the foreyards, and foretopsail yard across ; shifted the provisions and stores from the after hold, forward. p. 566.
- 4 July, 1770.—Ditto weather. Examined the bank on the south side of the river, and shifted the stream anchors in order to heave her on at high-water ; preparing for this within board. Quarter-past 8 p.m., hove on the bank to examine the ship under her larboard main chains, where we knew the sheathing was beat off on the rocks ; attended her at 2 a.m. (low water), but the tide did not fall above 5 feet. At daybreak got a purchase from the best bower anchor in readiness to heave the ship off ; some hands employed on the rigging. p. 567.

* The "beasts" seen on the hills were kangaroos. The men were not able to get near enough to examine them closely, or to shoot one, until the 14th July, when Mr. Gore, the third lieutenant, "had the good fortune to kill one."—Hawkesworth, vol. iii, p 577.

- 1770
5 to 16 July. Hawk'sw'th, vol. iii. p. 567. 5 July, 1770.—Ditto weather. 2 p.m. (low water), had 4 feet water under the ship; one of the carpenters examined her, and found three streaks of the sheathing off, about 7 or 8 feet in length; the main plank also chafed. This account agrees perfectly well with the report of the master and several others who have been under the ship. Bent the coasting-cable to a bower anchor at the tents, to assist in heaving off. At high-water hove off the bank, and warped alongside the beach, where we cleared ship. A.M., fixed a stage to the shore from the bends; got on board 8 tons of water for the ground tier of the after hold; got the provisions into the after hold; riggers at work.
- p. 568. 6 July, 1770.—First and latter parts, moderate breezes and fair; middle, light airs. P.M., employed in the after hold. A.M., shifted the spirits from the spirit-room into the after hold, and in the spirit-room stowed away the coals as they were got on board; got on board the spare anchor and sundry other spare stores; stowed the iron ballast belonging to ye main hold on the larboard side of the pump-well.
- p. 568. 7 July, 1770.—P.M., light breezes and fair. Getting the stores on board; opened a cask of pork, one piece short, and a cask of beef, No. 540, contents 190 pieces, short one piece, of weight 24 lb. A.M., fresh breezes and fair; the master went out in the pinnace to examine the seaward passage through the reefs; sent a boat fishing, and cleaned ship fore and aft.
- p. 568. 8 July, 1770.—Moderate breezes and fair. P.M., the master returned, having been out 7 leagues sounding, but brought no satisfactory account of a passage; in returning over the nearest reef he met with a great number of turtle; struck three, weight between 800 and 900 lb. On board stowing the ground tier; the seine has been less successful than heretofore. A.M., two boats went out turtling; served turtle to all hands.
- p. 572. 9 July, 1770.—Ditto weather. At work in the holds and on the rigging. P.M., one boat returned from the reef, had no turtle. A.M., sent the yawl out on the same errand.
- p. 572. 10 July, 1770.—Ditto weather. Employed as before. P.M., longboat and yawl returned with one turtle and a large quantity of clams; served out the clams.
- p. 575. 11 July, 1770.—Ditto weather. Employed stowing the holds and rigging the ship; a quantity of our bread being spoiled by the wet, some hands employed cleaning and drying it; the yawl came in with a turtle and a skate.
- p. 575. 12 July, 1770.—Light breezes and hazy. Employed as before; got on board the provisions; the yawl came in with a turtle and a skate.
- p. 577. 13 July, 1770.—Light breezes and fair. Got a quantity of stone ballast into the bread-room to trim ship; employed as before; this day one of the beasts mentioned above was shot, weighing about 28 lb. gross.
- p. 577. 14 July, 1770.—Light breezes and hazy. P.M., employed as before. A.M., another boat went out to the shoals; a boat hauling the seine; cleared ship fore and aft; remainder of the day a holiday.
- p. 578. 15 July, 1770.—First part, moderate breezes and fair; middle, a close fog; latter, light breezes and clear. P.M., the yawl arrived with four turtle and a skate, and returned to the reef again immediately. A.M., got a topsail yard between decks and a spare cable in the hold; caught some fish, and served out as usual.
- p. 579. 16 July, 1770.—P.M., moderate and fair. Got the best bower cable in its place and the firewood on board; the pinnace came in with three turtle. A.M., fresh breezes and cloudy. Setting up the lower rigging and getting on board officers' stores.

- 17 July, 1770.—Fresh breezes and fair. P.M., the master went to the north to look for a passage; hove the ship out further into the stream to prevent her taking the ground; got on board the sails; bent maintopsail and topgallantsail. A.M., struck the tents; got them and the armourer's forge on board, &c.; bent the mainsail, and got on board a turn of water for present expense; some Indians about the ship. 1770
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- 18 July, 1770.—Ditto weather. P.M., got everything from the shore. A.M., scraped and greased top and topgallant masts; several Indians aboard. At 9 a.m., they went ashore, and fired all the country round about us; Mr. Banks's marquee was with difficulty saved; the Indians continuing to increase the number of fires, notwithstanding our signs to the contrary, were fired at by the captain, and one of them wounded with small shot; they now dispersed, and returned in about two hours, without arms, and seemingly good friends. p. 580.
- 19 July, 1770.—Weather as yesterday. P.M., employed berthing the ship in the river. At midnight the master returned, and reported the passage to the northward. A.M., the captain and master went upon the bar to place the buoys; got on board a turn of water. p. 580.
- 20 July, 1770.—First and latter parts, fresh breezes and cloudy; middle, moderate and fair. P.M., the yawl came in with one turtle, caught in the turtle-net; seine caught fish enough for all hands. A.M., the wind blew too strong for the yawl to go out, nor could the ship stir from her moorings; sent the boatswain ashore with materials to make rope; some hands making brooms; got a turn of water on board. p. 584.
- 21 July, 1770.—P.M., light winds and rain. The boatswain brought on board 110 fathoms of 3-inch; pretty good success in the seine. A.M., employed as before; sent a party of men for greens. High-water at 9 o'clock. Served turtle to the people, and sent the yawl out again to the reef. p. 584.
- 22 July, 1770.—Strong breezes and fair. Rope-making; small success in the seine. p. 584.
- 23 July, 1770.—Ditto weather. Employed as before; struck the topgallant-masts, to fix new backstays. p. 584.
- 24 July, 1770.—Ditto weather. This day the boatswain made two grappling-ropes for the pinnace and longboat; caught fish enough in the seine for the sick. A.M., the yawl came in, no turtle, the weather had been too boisterous; boiled cabbage in the peas. p. 585.
- 25 July, 1770.—Ditto weather. People working up junk to make rope; sent a party of men for greens and cabbage; served turtle to all hands; hauled the seine, as usual. p. 586.
- 26 July, 1770.—Fresh gales and cloudy. P.M., filled the empty water-casks; a party of men making brooms, another cutting wood, and a third seine-hauling. A.M., Mr. Gore shot a beast, weight 80 lb. p. 586.
- 27 July, 1770.—Ditto weather. For the most part employed cutting wood, hauling the seine, and picking oakum; continue to serve turtle every meat-day. p. 586.
- 28 July, 1770.—P.M., ditto weather. Employed as before. 5.30 a.m., had light airs from the land; hove up; boats ahead towing, but a boat sent to sound reported but 13 feet on it; came to again, and sent the yawl out to ye reef. Draught of water forward, 13 feet 6 inches; abaft, 13 feet 7 inches. p. 587.
- 29 July, 1770.—First part, strong breezes and fair; middle and latter, cloudy, hazy weather, with rain and wind. P.M., caught only fish enough for the sick. At 3 a.m. the master visited the bar, but found not a depth of water sufficient for us to get out; carpenters finished caulking; people scraping the decks p. 587.

- 1770 30 July, 1770.—First and latter parts, strong breezes and cloudy ; middle, squally, with rain. Attended the tide on the bar, but could not get out, the wind blowing fresh at S.E. ; caught 125 lb. fish in the seine.
- 30 July to 6 Aug.
- Hawk'sw'th, vol. iii. p. 587. 31 July, 1770.—Ditto weather. P.M., employed picking oakum. A.M., attended on the bar, as usual, to no purpose ; we have been waiting here from the 20th instant for a land wind to sail, or a calm to warp out by ; neither of these has happened at a proper time of tide. At 7 a.m., weighed and warped further out into the stream, being too near the shore before ; loosed sails to dry ; carpenters repairing the yawl and examining the starboard pumps. P.M., the boat came in with 265 lb. of skate ; the weather had been too bad to let them catch turtle.
- p. 587. 1 August, 1770.—Strong breezes and cloudy, heavy rain in the night. People picking oakum and hauling the seine.
- p. 587. 2 August, 1770.—Ditto weather first and middle parts ; latter, moderate and fair. At 7 a.m., weighed and attempted to warp out, but the ship tailing on ye bank on the north side, a fresh breeze coming in, and the ebb made, hove her over again to ye south side, and came to with the best bower in $3\frac{1}{2}$ fathoms, $1\frac{1}{2}$ cables length east of our last anchoring-place ; made her fast to the rocks ashore by the top chains, and to them by the messenger.
- p. 588. 3 August, 1770.—P.M., moderate and fair. The captain and master went out upon the bar. At 4 p.m., carried the coasting-anchor without the bar ready for the first opportunity to warp over by ; small success in the seine-haulings. A.M., ditto weather. At 3 a.m., laid a warp over the bar. At 5 a.m., weighed and warped ahead. At 6 a.m., was over the bar, run a warp to ye coasting-cable. At 8 a.m., weighed the coasting-anchor and made sail into ye offing, having a light land breeze. At 10 a.m., had a moderate sea-breeze ; steered E.N.E. close-hauled ; soundings from $3\frac{1}{2}$ to 15 fathoms ; pinnacle ahead sounding ; sent the yawl away to the turtle reef. At noon, came to with the best bower in 15 fathoms, good ground. Harbour sailed from W.N.W., $4\frac{1}{2}$ leagues, the turtle shoal east 1 mile.
- p. 588. 4 August, 1770.—P.M., moderate and fair ; sent the boats on the reef for clams and turtle ; in the evening they returned with one large turtle, a large stingray, and clams for all hands ; cleaned and cleared ship fore and aft ; stowed our small anchors. A.M., sent the boats to the reef, but it blowing fresh they soon returned with only one turtle. 9.30 a.m., high-water. At 10 a.m., hoisted up the longboat and yawl ; half-past, began to heave, but the ship driving long before we could come near the anchor, veered away again as before ; caught many sharks. Latitude observed, $15^{\circ} 24' S$.
- p. 592. 5 August, 1770.—P.M., fresh breezes and cloudy. At 2 p.m., weighed and came to sail ; steered out N.E. by E., 8 miles ; had $14\frac{1}{2}$ and $14\frac{1}{2}$ fathoms water, distance $1\frac{1}{2}$ miles from the reef while passing by its lee end ; pinnacle ahead sounding. 4.30 p.m., she made the signal for shoal water ; same time saw a small sandy island on a shoal N.E. by N., 3 or 4 miles ; saw breakers ahead and on the weather bow ; tacked, stood of and on making short trips, while the pinnacle sounded on the nearest shoal. At 5.30 p.m., she came on board, reporting there was not more than 6 feet of water on some part of the shoal ; came to with the best bower in 20 fathoms, brown clay, and veered to a whole cable ; served out hooks and lines to ship's company. A.M., strong breeze and a head sea ; employed on various necessary duties. Latitude observed, $15^{\circ} 16' S$.
- p. 593. 6 August, 1770.—P.M., strong breezes and cloudy, down topgallant yards. Low water at 4 p.m. ; looking out from the masthead for a passage between the shoals, could not perceive any opening, so that we are at a loss, when the weather shall become moderate, how to proceed. At 11 p.m., finding the ship drive, veered to $1\frac{1}{2}$ of cable on the best bower. A.M., the ship

still driving, let go the small bower ; veered away and brought it to bear at $\frac{3}{4}$ of a cable ; got the coasting and sheet anchors over the side, down top-gallant masts, struck yards and topmast. No observation at noon. The N. extreme of the main, seen from the harbour,* bears now S. 55 W., distance $4\frac{1}{2}$ leagues. 1770
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7 August, 1770.—Strong gales and cloudy with a head sea ; the ship rides a great strain ; people making sennit. A.M., more moderate. Latitude observed, $15^{\circ} 10' S$. p. 594.

8 August, 1770.—Ditto weather. P.M., up topmast. A.M., hove ahead on both cables and put the service on afresh. p. 594.

9 August, 1770.—Fresh breezes and cloudy. At 3 p.m., more moderate ; hove up the small bower. At 5 p.m., hove into the long service of the best bower. At 8 p.m., strong breezes and cloudy. At 3 a.m., more moderate ; got up the lower yards. At 5 a.m., hove in to the short service. At 7 a.m., weighed and made sail inshore, with the pinnace ahead sounding from 19 to $12\frac{1}{2}$ fathoms. At 8 a.m., bore away for some small islands to ye N., where the master had been sounding. 9 a.m., passed the three small islands,† distance a quarter of a mile, the N. head, seen from harbour, bearing S. 6 W., 4 leagues ; saw more islands N. ; shaped a course between them and the main. Half-past 10 a.m., passed a small low island. 11 a.m., fresh breezes and cloudy hazy weather. Unbent the sheet and coasting cable ; got the sheet-anchor upon the gunwale. Noon, the N. extreme of the main N. 78 W., 7 miles ; extreme of six islands (three high and three small low)‡ from S. 56 E. to N. 22 E. ; distance from the nearest, 7 or 8 miles. Latitude observed, $14^{\circ} 51' S$. p. 594.

10 August, 1770.—1 p.m., saw low land and breakers N.W. ; hauled in shore, the weather not permitting us to run further to leeward. 2.30 p.m., anchored in $\frac{1}{2}$ less 5 with the best bower, and veered to $\frac{1}{2}$ a cable ; the N. extreme (set at noon) S. 37 E., 1 mile ; the N. and largest§ of ye six islands N. 43 E., 5 leagues ; unbent foretopsail to mend, and got up topgallant masts. The captain and gentlemen went ashore in the pinnace ; saw a smoke ashore. At 5 p.m., the captain was up the highest hill|| to see the coast further to ye N. At 4 a.m., the master went ashore for the same purpose, but the weather was too hazy. The captain went away to the eastward in the pinnace to look out from one of ye high islands ; the master, in the yawl, went to leeward to sound the passage between some low islands and the main ; served out the last turtle but one. p. 594.

11 August, 1770.—Fresh breezes and fair ; employed cleaning ship fore and aft, and making oakum. At noon, the yawl returned, having found from 5 to $7\frac{1}{2}$ fathoms in the passage between the low islands¶ and the main. p. 596.

12 August, 1770.—Ditto weather. At 7 p.m., the captain returned, having had a view of the large outer reef to the eastward, and had sent the boat with a mate to examine a channel he had seen from the island through the reef, but the boat returned without effecting this. At 6 a.m., weighed and came to sail to ye eastward ; made several boards, while the pinnace proceeded sounding ; had not more than 13 nor less than 9 fathoms. At 11 a.m., passed to ye N. of two reefs, distance off a small sandy island on one of them $1\frac{1}{2}$ miles. At noon, the northernmost of the six islands bore S.E. 1 mile ; place sailed from S. 43 W., 5 leagues ; depth of water, 14 fathoms ; took the pinnace in tow. Latitude observed, $14^{\circ} 38' S$. p. 597.

* The North Head, Cape Bedford ; named by Cook, in honour of Lord John Russell, fourth Duke of Bedford.

† These islands are still known as the Three Isles.

‡ See note 67, ante, p. 169.

§ Lizard Island. See note to entry under date 11th August in Hicks's journal, ante, p. 189.

¶ Point Lookout.

¶¶ The Turtle Islands.

- 1770**
 13 to 16 Aug. *Hawk'sw'th*,
 vol. iii.
 p. 600.
- 13 August, 1770.—1 p.m., fresh trade and fair; standing out for the reef. 2 p.m., tacked; the master went away in the pinnace to sound the channel in the reef*; at half-past he made the signal for deep water; tacked and stood out. At 3 p.m., the master returned and reported 25 fathoms water close to ye southernmost side of the reef; at half-past 3 the point of the opening in one with the high island (passed at noon),† S. 39° W.; distance from ditto island, 3 or 4 leagues, from the reef, 2 miles; could get no ground with 100 fathoms. At 4.30 p.m., brought to, hoisted in the pinnace, and secured the anchors. At 5.30 p.m., made sail again. At 6 p.m., the island passed at noon, S.W. by S. At 7 p.m., close-reefed topmasts and handed mizen topsail. 8 p.m., wore. 10 p.m., wore. 12 midnight, wore. 1 a.m., wore. 5 a.m., out all reefs and bore away; the island passed yesterday noon S. ½ W., 9 leagues. 7 a.m., swayed up topgallant yards. 9 a.m., set steering-sails. Latitude observed, 13° 45' S.
- p. 603.
- 14 August, 1770.—1 p.m., fresh trade and clear pleasant weather. 6 p.m., shortened sail and brought to. 3 a.m., wore ship. 6 a.m., out all reefs and made sail. 7 a.m., set steering-sails. 10 a.m., aired the hawsers upon deck and cleaned below. Latitude observed, 13° 1' 30" S.‡
- p. 603.
- 15 August, 1770.—1 p.m., moderate breezes and fair. Saw moderately high land W.S.W.§ 2 p.m., saw more land, making like islands. 4 p.m., was a reef of rocks between us and the shore. 6 p.m., found the reef extended north and south as far as we could perceive; hauled off, making all sail, and kept a good look-out all night to leeward, being doubtful of our weathering the rocks. 12 midnight, tacked. At 4 a.m., heard and saw breakers upon the lee bow, close to; lowered the yawl; sent her ahead to tow off, meantime employed getting the longboat out, the ship at this time nearing the rocks fast by means of a flood tide and S.E. swells; the pinnace having suffered much in service on this coast was now under repair; however, the carpenters fastened an upper streak on, and she, with all the other boats, was ahead towing. At 3.45 a.m., at which time the ship was within 40 yards of the breakers, and no ground at 120 fathoms, notwithstanding the ship might be said to be within the swell of the surf, the boats and a light air run her off half a cable's length from that impending danger; soon after saw an opening in the reef; sent a mate to examine it; a signal being made from the boat for anchorage, and no hopes of clearing the reef, steered or rather towed for the opening, but meeting with a strong ebb tide, and the mate returning without a satisfactory account, towed off again, and by the help of the ebb got clear of another point of the reef further north; same time saw a point of a reef N.E. by N. At noon, calm and clear, low water; the reef distant half a mile, and small hopes of getting clear. Latitude observed, 12° 37' S.
- p. 604.
- 16 August, 1770.—Calms and light airs, with clear weather. An opening being discovered in a bend of the reef, Lieutenant Hicks went to examine it. At 2 p.m. he returned with a favourable account of it; nothing but danger appearing on all sides, it was resolved to attempt this passage to secure the ship till there was wind and opportunity to command her; accordingly towed (with the assistance of the sweeps out of the gun-room porta, which had been working from 6 o'clock) short round; steered W. by S., 2 miles, to ye mouth of the opening, and S.W. by W. ½ W., 2 miles, through the opening, having a rapid flood setting us in; soundings variable, from 13 to 30 fathoms, foul ground. 3.30 p.m., had a steady light breeze at east (all this time the boats ahead, two towing and two sounding). 4.15 p.m., came

* Cook's Opening. It lies in latitude 14° 32' S.

† One of the Isles of Direction.

‡ An error; should be 13° 31' 30" S.

§ The land in the vicinity of Cape Sidmouth.

|| Providential Channel.

to with the best bower in 19 fathoms, old coral and shells ; veered to $\frac{1}{2}$ of a cable, the opening N.E. by E. $\frac{1}{2}$ E., $2\frac{1}{2}$ miles ; found the flood here setting strong from E.N.E. A.M., carpenters employed on the pinnacle ; sent the rest of the boats to the reef to get shell-fish or turtle, if possible. Variation, per amplitude and azimuths, $4^{\circ} 09'$ E. Latitude observed, $12^{\circ} 38'$ S. 1770
16 to 20 Aug.
Hawk'sw'th,
vol. iii.

17 August, 1770.—Moderate breezes and clear pleasant weather. At 1 p.m. (low water) looked well out for shoals. At 4 p.m. the boats returned with 270 lb. of fish ; people variously employed. 5 a.m., began to heave up. 6 a.m., weighed, and came to sail, the yawl ahead. 7 a.m., an opening in the land bore S. 44 W.,* $3\frac{1}{2}$ leagues. 8 a.m., saw an island and two rocks N.W. by N. 11 a.m., moderate breezes and smooth water. Outer island ahead N.W., 3 or 4 leagues ; a sandy island on a small reef E.S.E. $\frac{1}{2}$ E. ; outer or northernmost land of the main N. 78 W., 5 or 6 leagues ; saw a reef inshore S.W. ; yawl ahead sounding. Latitude observed, $12^{\circ} 28'$ S. p. 607.

18 August, 1770.—1 p.m., light breezes and fair. A boat ahead sounding ; saw a sandy island on a shoal extending 2 or 3 miles each way. 2.30 p.m., hauled up to weather the shoal. 3.30 p.m., had 8 fathoms, rock ; hauled off into deeper water, and then bore away again. 4 p.m., hauled round the shoal. (N.B.—The course and distance upon each course is so varied to avoid danger that it is impossible to be sufficiently particular in the log to make it of real use.) 6 p.m., passed a flat shoal east of us, in the form of a crescent, distant $\frac{1}{2}$ of a mile ; half-past, came to with the best bower, loose coral with several appearances of shoals round us ; the island† (N.W. at noon) W. by S., 2 or 3 miles ; found the tide set west 1 knot 23 fathoms per hour, it being now almost high-water. 6 a.m., fresh breezes and cloudy ; half-past 6, weighed, and sent the yawl ahead ; soon after, as per signal (yawl's), hauled up, and passed to the east of a small shoal. 8.30 a.m., seeing a large flat shoal of considerable extent eastward, sent the pinnacle ahead, the yawl making the best of her way between the shoal and the main ; then followed with the ship. 10.30 a.m., hauled round the N.E. point of the shoal to weather an island ahead, which we accomplished by noon, when the boats having lost their stations, and we encompassed with islands and shoals, lay to for them. Noon, island mentioned yesterday, noon, S. 35 E., 8 leagues ; nearest island S.S.E., 2 miles ; north extreme of the main (a low point) N.W., 4 miles. Latitude observed, 12° S. p. 608.

19 August, 1770.—1 p.m., moderate breezes and hazy ; half-past, made sail, the yawl on board and the pinnacle in her station. 3 p.m., following the boat between a shoal and the main. 4 p.m., passed by three small islands. 5 p.m., saw some low islands ahead. 6 p.m., ditto, W.N.W., 2 leagues. 7 p.m., brought to with the best bower‡ ; a low island S.S.E., $1\frac{1}{2}$ miles ; made the sign for the boat, as usual ; tide set 1 knot per hour N.W. 12 midnight, slack water ; moderate breezes and fair. 6 a.m. weighed and made sail, the pinnacle ahead. 8 a.m., hauled up to clear a lee shoal. 9 a.m., shoals from W. to N.E. ; there seemed to be a passage to leeward ; sent the pinnacle to sound it, and the yawl to lie on the shoal. Half-past 9, bore up for the lee passage. 10.30 a.m., lay to for the yawl. At 11 a.m. made sail. Noon, a small island one with the northernmost point (in sight) of the main, N. 48 W., the island distant 7 or 8 miles ; passed by two small sandy islands. Latitude observed, $11^{\circ} 22'$ S. p. 609.

20 August, 1770.—1 p.m., moderate breezes and clear. Pinnacle ahead sounding ; brought to ; half-past, made sail. 2 p.m., passed several sandy flats. 5 p.m., high land seen from the masthead N.W. by N. ; 6 p.m., brought to with the best bower. 6 a.m., weighed and made sail ; yawl p. 611.

* Apparently that now known as Lloyd Bay.

† One of the group named by Cook, Forbes's Islands.

‡ The vessel was anchored this night to seaward of the group of islands which, on account of the number of birds on them, Cook called Bird Islands.

1770 ahead sounding. Variation per azimuths, $3^{\circ} 8' E.$; per amplitude, $3^{\circ} 5' E.$
 20 to 21 Aug. 7 a.m., brought to, and made the boat's signal. 8 a.m., bore away again;
 Hawk'sw' th, the boat ahead. 11 a.m., brought to, and sent the longboat to sound
 vol. iii. between an island and the main ; half-past, made sail. Noon, steering
 between some islands and the main ; extremes of the islands from N. $3 E.$
 to E., nearest 2 or 3 miles off ; saw the land,* high like islands, some very
 distant ; this land bore from S. to N.W. about ; gave new orders to the
 boats, and bore up for an opening. Latitude observed, $10^{\circ} 36' S.$

p. 612. 21 August, 1770.—1 p.m., moderate and clear. Saw several smokes along
 ashore ; lay to for the yawl ; pinnace and longboat sounding. 2.30 p.m.,
 made sail, and stood for a passaget between some islands and the main. 3
 p.m., fired a gun, and made a signal for the boats to sound in the next
 passage northward of the above mentioned ; three-quarters past, was in it
 at $\frac{2}{3}$ of a mile distance from each shore ; saw several Indians, who followed
 us shouting. At 4 p.m. fired a gun, and made the boats' signal ; came to
 with half a cable on the best bower ; extremes of the land on the east side
 N. $56 E.$; an island to S.W. ; the main on the west side from N. $8 E.$ to
 S. $73 W.$, 8 miles, 1 mile from the east shore ; half-past 4 p.m., slack tide.
 The captain, &c., with the marines armed, in pinnace and yawl, went ashore
 to examine the country and view the coast from one of the hills ; saw several
 turtle ; when we came to, it was high-water ; found the tide of ebb to set
 3 knots 2 fathoms S.W. per hour. At 6 p.m., possession† was taken of this
 country in his Majesty's name, &c. ; this was announced from the shore by
 volleys, and answered from the ship with colours flying ; the whole con-
 cluded with three cheers. 10 a.m., slack water ; weighed and made sail ;
 the pinnace ahead. 11 a.m., moderate and fair ; the north extreme of the
 main S. $40 W.$; the west extreme of the straits on the north side N. $68 W.$;
 distance off shore 2 or 3 miles. Latitude observed, $10^{\circ} 46' S.$

* See note 74, ante, p. 169.

† Endeavour Strait.

‡ See remarks on taking possession, note 75, ante, p. 169.

THE PALLISER COPY OF COOK'S LOG.

In addition to the logs and journals given in the preceding 1770 pages, a transcript has been received from England of a portion of a log in the possession of Mr. R. M. Hudson, shipowner, Sunderland, County Durham, whose wife is the great-granddaughter of Admiral Sir Hugh Palliser, the early patron and life-long friend of Captain Cook. The original, which has never been out of the possession of the family, is in Cook's handwriting; whether it is a copy made by him after his return, or was written during the voyage, at the time, or shortly after, the events occurred, it is now impossible to say. The fact, however, that it is, beyond any doubt, in the handwriting of Cook himself is regarded as sufficient guarantee of its authenticity to warrant the inclusion of the extract in this volume.

Prefixed to the log-book is the following note:—

"This book was a present from Captain Cook to Sir Hugh Palliser, containing his log from the 27th May, 1768, to the 11th June, 1771, during his voyage on board the Endeavour, bark, sent to make observations on the transit of Venus, in the Southern Hemisphere. A gift from Cook

"During this one voyage, of two years ten months and fifteen days from the day of leaving the land of England to his return to it, he traversed more seas than had ever before been navigated, made more useful observations, and discovered more land till then unknown and in the most distant part of the globe (being near the antipode of the country from whence he set out), and gives a better detail and narrative of events than is to be found in any former manuscript or journal; and he, being an able draftsman, as well His achievements.

1770

as an able seaman and artist, has furnished better charts and descriptions of the great tracts of countries which he discovered than was ever before given by any first discoverer."

The tabular matter, being identical with that given in the other logs, is omitted. The "remarks," in which the chief interest centres, are printed exactly as they appear in the original. The spelling, abbreviations, and general arrangement have been faithfully reproduced.

Method of
reckoning
time.

No allowance has been made for westing, consequently each entry is one day ahead of actual time. The hours given are those of the nautical and not the civil day.

It will be seen at a glance that the matter is almost word for word the same as the log—also in Cook's handwriting—printed in an earlier part of the present volume, and entitled, *Lieutenant Cook's Private Log*. For this reason, only a very short extract is given, commencing with the entry for the 18th April, 1770, the day before the Australian coast was sighted, and concluding with that for the 19th May, 1770, when the vessel was approaching Sandy Cape. The entry for the 22nd August, 1770—when possession was formally taken of the whole of the eastern coast and adjacent islands—is also given.

Stingray
Harbour.

It will be noticed that, as in the other logs, Botany Bay of the present day is "Stingray Harbour," and no mention is made of the name "New South Wales."—See notes 14 and 75, ante, pp. 161 and 169.

A portrait and short biographical notice of Admiral Sir Hugh Palliser will be found in Appendix B.

EXTRACTS FROM THE PALLISER COPY OF COOK'S LOG.

REMARKS ON WEDNESDAY, 18 APRIL, 1770.

1770

18 April

- 1 p.m.—Squally with rain.
- 3 „ —Strong gales; close-reef'd the topsails and banded the main and mizen topsails, and got down topgall't yards. The Endeavour off the coast
- 5 „ —Saw a Port Egmont hen.*
- 6 „ —Hard gales and squally with rain; took in the mainsail and fore-topsail, and ran under the foresail and mizen.
- 12 „ —Do. wea'r. Sounded no ground at 120 fa'm.
- 1 a.m.— Do. do.
- 3 „ — Do. do.
- 5 „ —Set ye mainsail; saw a Pintado bird, and severell black sheer waterst and albatrosses.
- 9 „ —Set the foretopsail and close-reef'd it.
- 11 „ —Set ye main topsail and close-reef'd it; saw 2 Port Egmont hens.
- Noon.—Hard gales and cloudy, with a heavy sea from the S.S.W. Signs of land.
Lat'de obs'd, 38° 45' S.

REMARKS ON THURSDAY, 19 APRIL, 1770.—Towards New Holland.

19 April.

- 1 p.m.—Fresh gales and squally.
- 7 „ —Took in the topsails.
- 12 „ —Squally with showers of rain.
- 2 a.m.—Sounded no ground at 130 fath'm.
- 5 „ —Fresh gales and fair. Set the topsails; saw ye land† extending from N.E. to W't; bore away N.E. for the eastward extremity of the land in sight. Land ahead.
- 6 „ —Being dist't from ye nearest shore 4 or 5 leagues, out all reefs, and got T.G. y'ds across, unbent the mainsail and the topsail to repair, and bent others.
- Noon.—Fresh gales and cloudy; squally wea'r with small rain. The ext's of the land in sight extending from N.W. to E.N.E. A p't with a [hillock] upon it N. 20° E.§

REMARKS ON FRIDAY, 20 APRIL, 1770.

20 April.

- 1 p.m.—Fresh gales and cloudy, with squalls attended with showers of rain.
- 6 „ —Squally wea'r with rain. The northermost land in sight bore N. b. E. $\frac{1}{2}$ E., and a small island lying close under the shore|| bore W. b. N. Dist., 12 leag's.¶ Gabo Island.
- 8 „ —Shorten'd sail. Bro't too, and sounded in 56 fa'm, a fine sandy bottom.
- 10 „ —Wore ship. Sounded 63 fa'm.
- 12 „ —70 fa'm.

* See note 2, ante, p. 159.

† See note 3, ante, p. 159.

‡ See note 4, ante, p. 159.

§ See note 5, ante, p. 159.

|| See note 6, ante, p. 160.

¶ Evidently an error; should be 2 leagues.

- 1770
20 April. 4 a.m.—68 fa'm ; made sail along shore, having a fresh breeze and clear weather.
6 „ —The no.-m't land in sight N. b. W.
7 „ —Variation p'r azy'th, 10° 40' E't.
Repairing
sails. 9 „ —Coopers employ'd making buoys, and sailm'rs repairing ye sails.
Noon.—A gentle breeze and clear wea'r, with a large hollow swell from the S.E. Lat'de obs'd, 36° 51' So. The land extending from S. b. W. $\frac{1}{2}$ W. to No. Dist't of shore 3 leagues.
- 21 April. REMARKS ON SATURDAY, 21 APRIL, 1770.
1 p.m.—Gentle breezes and serene weath'r, with a long swell from the S.E. b. S.
Natives. 2 „ —Saw the smoock [sic] of fires on several places upon the land ; a sure sign of its being inhabited.
5 „ —Variation p'r azym'th, 10° 42' E't.
6 „ —Shorten'd sail ; the no'most land in sight bore N. b. E. $\frac{1}{2}$ E.
7 „ —Sounded 44 fa'm fine brown sand ; 3 leagues from the shore.
9 „ —Sounded 55 fa'm ; coarse brown sand.
11 „ —Sounded 70 fa'm.
Mt. 12 „ —Bro't too, and sounded 90 fa'm ; a high mountain W.N.W.
Dromedary. 4 a.m.—Sounded 65 fa'm ; made sail, being dist. from the shore 5 leag's.
6 „ —The above mountain [west], which, on acc't of its [figure], call'd Cape Dromederry. Saw a peak'd hill* bearing N. b. E. ; fresh breeze and fair.
Noon.—Clear wea'r. Ext's of the land from N. 12 E. to S. 30 W. Dist. from the nearest shore 3 or 4 leagues. Lat'de obs'd, 35° 50' So.
- 22 April. REMARKS ON SUNDAY, 22 APRIL, 1770.
1 p.m.—Mod. breezes and pleasant wea'r.
More
"smoak." 2 „ —Saw a smoak on ye shore.
3 „ —Two small islands lying close to ye shore† west 2 leagues.
5 „ —A point, call'd Point Upright, on acc't of its upright or perpendicular cliffs, bore due west, dist. 2 leagues ; at 6, shorten'd sail and sounded.
11 „ —Saw a fire ashore.
12 „ —Bro't too.
2 a.m.—Little wind, with some rain.
4 „ —Made sail in for the land ; variation, 9° 30' E't.
Point
Upright. 6 „ —Point Upright west, dist. 3 leagues, and the n'm't land in sight bore N.E. b. N.
Natives. 8 „ Saw severell people on the beach.
Noon.—Light airs and cloudy ; Cape Dromedary So.-W't, dist. — leagues. No'm't land in sight N.E., Point Upright N. b. W., and a small low island lying close under the shore,‡ off which lay some sunkin rocks, bore N.W. $\frac{1}{2}$ W't, dist. 3 leagues. In this situation had 59 fa'm. Lat'de obs'd, 35° 27'.
- 23 April. REMARKS ON MONDAY, 23 APRIL, 1770.—'Towards New Holland.
1 p.m.—Light airs and cloudy wea'r.
5 „ —Tack'd.
8 „ —Clear weather.
4 a.m.—Tack'd.
10 „ —Tack'd ; distance off shore 6 or 7 leagues.
The Pigeon.
house Noon.—Clear serene weather. Mount Dromedary S. 37° W't, dist. — § leag's, and the Pidgeon House N. 40° W. Lat'de observ'd, 35° 38' So.

* See note 7, ante, p. 160.

† See note 8, ante, p. 160.

‡ See note 9, ante, p. 160.

§ See note 10, ante, p. 160.

REMARKS ON TUESDAY, 24 APRIL, 1770.

1770

- 1 p.m.—Clear weather. 24 April.
 6 „ —Mount Dromadary So. 30 W't; the Pidgeon House N. 40 West,
 and the no'most land in sight N. 19° E.*
 8 „ —Light airs and clear.
 1 a.m.—Do. wea'r.
 5 „ —Variation p'r azym'th, 7° 54'; p'r amp'de, 7° 41' E.
 6 „ —Gentle breezes and clear wea'r.
 8 „ — $\frac{1}{2}$ -past, Pidgeon House due west.
 Noon.—Fresh breezes and clear wea'r. Pidgeon House S. 75 W.; dist. due west.
 off shore 6 leagues. Lat'de observ'd, 35° 10' So.

REMARKS ON WEDNESDAY, 25 APRIL, 1770.—On the Coast.

25 April.

- 1 p.m.—Gentle breezes and fair wea'r.
 3 „ —Tack'd.
 5 „ —Variation p'r azym'ths, 9° 15' E't.
 6 „ —Extremes of the land from N. b. W. to S.W.; the Pidgeon House Off Cape
 S.W. Dist. off shore 5 or 6 leagues. St. George.
 8 „ —Verry squally; close-reef'd the topsails and bro't too.
 12 „ —Fresh gales and clear weather.
 2 a.m.—Wore.
 3 „ —Made sail under ye topsails.
 6 „ —Loos'd the reefs out of the topsails and made all sail.
 8 „ —Variation p'r $\left\{ \begin{array}{l} \text{amp'de, } 9^{\circ} 36' \\ \text{azy'th, } 9^{\circ} 07' \end{array} \right\}$ Mean, 9° 21' E't.
 Noon.—Little wind and clear wea'r. Lat'de obs'd, 34° 22' So., being about
 4 leagues from ye land, which extended from N. 17° E. to S.
 26° W't. Severell smokes seen along shore in the course of Smoke on
 this day's sail. shore.

REMARKS ON THURSDAY, 26 APRIL, 1770.

26 April.

- 1 p.m.—Light airs and fair wea'r.
 5 „ —Variation p'r azym'ths, 8° 48' E.
 9 „ —Clear weather. Saw some fires ashore.
 2 a.m.—Light breezes and clear wea'r.
 7 „ —Exercis'd the people at small-arms.
 8 „ —Sailmakers repairing the sails. Drilling the
 marines.
 Noon.—Light airs and clear pleas't wea'r. Ext's of the land from S. 37°
 W. to N. $\frac{1}{2}$ E. Dist. off shore 5 leagues. Lat'de obs'd, 34° 10' So.

REMARKS ON FRIDAY, 27 APRIL, 1770.—Off New Holland.

27 April.

- 1 p.m.—Little wind and clear wea'r.
 3 „ —Tack'd.
 6 „ —Tack'd. Extreemes of the land from N. 25° E't to S. 27° W.
 Dist't from the shore 4 or 5 miles.
 12 „ —Tack'd.
 4 a.m.—Tack'd.
 6 „ —Tack'd.
 Noon.—Little wind and clear wea'r. Extreemes of the land from S. 19° Near
 30' W't to N. 29° E. Red Point S. 27° W't, dist'ce 9 miles. Wollongong
 Dist. off shore 4 or 5 miles. Lat'de obs'd, 34° 21' So.

REMARKS ON SATURDAY, 28 APRIL, 1770.

28 April.

- 1 p.m.—Gentle breezes and clear wea'r. Tack'd.
 2 „ —Tack'd, and hoisted out the pinnace and yawl, but was oblig'd to
 hoist in the pinnace again to stop her leaks. After this I went
 in shore with the yawl† in order to land, but this I was not Attempt to
 able to effect on acc't of the surf, and therefore return'd again land.
 to the ship.

* See note 11, ante, p. 160.

† See note 13, ante, p. 161.

- 1770 3 p.m.—Tack'd.
 28 April 5 „ —Tack'd.
 12 „ —Little wind and clear wea'r.
 2 a.m.—Saw severell fires along shore.
 Discover a bay. 6 „ —Discover'd a bay, which we ply'd up for.
 8 „ —Tack'd.
 9 „ —Hoisted out ye pinnace, an sent ye master to sound the entrance.
 Noon.—Working to windward up to the bay, the entrance of which bore N.N.W. ; dist. 1 mile.

REMARKS, &c., IN STINGRAY HARBOUR.

- 29 April. [Sunday, April 29th, 1770].—Gentle breezes and settled wea'r. At 3 p.m.,
 Stingray anchor'd in $7\frac{1}{2}$ fa'm water in a place which I call'd Sting Ray Harbour* ;
 Harbour. the So. point bore S.E., and the No. p't east. Dist'ce from the So. shore, 1 mile. We saw severell of the natives on both sides of the harbour as we came in, and a few hutts, women, and children on the north shore, opposite the place where we anchor'd, and where I soon after landed with a party of men, accompanied by Mr. Banks, Dr. Solander, and Tupia†. As we approached the shore the natives all made off, except two men, who at first seem'd resolved to oppose our landing ; we endeavour'd to gain their consent to land by throwing them some nails, beads, &c., ashore, but this had not the desir'd effect, but as we put in to the shore one of them threw a large stone at us, and as soon as we landed they threw 2 darts at us, but [on] the firing of 2 or 3 musquets loaded with small shott they took to the woods, and we saw them no more. We found here a few old hutts made of the bark of trees, in one of which were hid 4 or 5 children, with whom we left some strings of beads, &c. After searching for fresh water without success, except a little in a small hole dug in the sand, we embarked and went over to the north point of the bay, where, in comming [in], we saw severell of the natives, but when we now landed we saw nobody ; but we here found some fresh water, which came trickling down and stood in pools among the rocks ; but as this was troublesome to get at, I sent a party of men on shore in the morning abreast of the ship to dig holes in the sand, by which means we found fresh water sufficient to water the ship. After breakfast I sent some empty casks ashore to fill, and a party of men to cut wood, and went myself in the pinnace to sound and explore the bay, in the doing of which I saw severell of the natives, who all fled at my approach.
- 30 April. Monday, 30.—Gentle breezes and pleas't wea'r. People on shore filling water and cutting wood, and in the evening I took the sean over to the north side of ye bay, when in 3 or 4 hauls we caught above 300 lb. of fish, which was equally distributed among the ship's company. In the a.m. I went over in the pinnace to explore the north side of the bay, when I met with nothing remarkable. Mr. Green observ'd the sun's meridian altitude to-day, which gave the lat'de $34^{\circ} 6'$ So.
- 1 May. Tuesday, May 1, 1770.—Do. wea'r. Employ'd wooding, watering, &c.; in the evening haul'd the sean, but caught hardly any fish, and in the morning I sent a boat to dredge for oysters, who met with as little success. Last night departed this life, Forby Sutherland, seaman, who died of a consumption, and in the a.m. his body was entar'd ashore at the watering-place ; this circumstance occasioned my calling the So. point of the bay Sutherland's Point.
- Forby Sutherland.

* Botany Bay. See note 14, ante, p. 161.

† Tupia, a native of Otahcite. It was intended to take him to England ; but he died at Batavia.

Wednesday, 2.—Fore and middle p't, fair wea'r; latter p't, rainy; in the evening compleated our water, and in the a.m. scrubb'd the ship between wind and water. 1770 2 May.

Thursday, 3.—Mod. breezes and fair wea'r. Employ'd getting on board [wood], examining the country, &c. 3 May.

Friday, 4.—Light airs, and calm and serene wea'r. Employ'd as yesterday, and fishing. 4 May.

Saturday, 5.—Light breezes and pleas't wea'r; in the evening the boats return'd from fishing, having caught sufficient to serve 5 lb. a man to all hands; in the a.m., as the wind would not permit us to sail, sent a boat up the harbour a fishing. 5 May. Fishing.

REMARKS ON MONDAY [SUNDAY], 6 MAY, 1770.

6 May.

1 p.m.—Pleas't wea'r. People employ'd wooding.

5 „ —The yawl return'd from fishing, having caught 2 stingrays, the weight of which was near 600 lb. The great quantity of these sort of fish found here occasion'd my giving it the name of Stingray Harbour. Stingray Harbour.

12 „ —Light airs and fair wea'r.

7 a.m.—Weighed and put to sea. Put to sea.

8 „ —Made sail to ye northward; the two heads of ye harbour in one W. $\frac{1}{2}$ N.*; distant from the nearest 2 miles.

Noon.—Ext's of the land from N. 13 E. to S. 26° W. Dist't from the nearest shore 2 or 3 miles. Latitude obs'd, 33° 50' So.

REMARKS ON MONDAY, 7 MAY, 1770.

7 May.

1 p.m.—Little wind and clear weather.

4 „ —Variation p'r the mean of severell azym'ths, 8° 00' E't.

5 „ — $\frac{1}{2}$ -past, ye no.-most land in sight; bore N. 26° E't, and some broken land, like a bay†, N. 40° W't. Dist't from ye nearest shore 2 or 3 leag's. Broken land.

12 „ —Do. weather.

6 a.m.—Variation by the mean of severell azym'ths, taken with 4 needles, belonging to ye azymuth compass, 7° 56' E.

Noon.—The no.-m't land in sight N. 19° E. Dist. from the shore 3 leagues. Lat'de obs'd, 33° 22' So.

REMARKS ON TUESDAY, 8 MAY, 1770—From S'g R.‡ Bay.

8 May.

1 p.m.—Clear wea'r. Saw some smokes upon the shore.

3 „ —Light airs. Signs of natives.

4 „ —Tack'd.

5 „ —Variation p'r azy'th, 8° 25' E't.

6 „ —Tack'd; about 2 or miles from the shore.

9 „ —Lost the deep-sea lead and line.

12 „ —Tack'd.

2 a.m.—Little wind.

Noon.—Light airs and cloudy; the ext's of the land from S. 35° W. to N. 19° E. Dist. off shore 5 miles. Lat'de obs'd, 33° 24' So. Off Cape Three Points.

REMARKS ON WEDNESDAY, 9 MAY, 1770.

9 May.

1 p.m.—Fair weather.

3 „ —Light airs.

5 „ —Ext's of the land at N.N.E. and S.W. b. S.

8 „ —Fresh breezes and clear wea'r. Dist't off shore 5 or 6 leagues.

12 „ —Tack'd. Dist't off shore 10 or 11 leagues. [Soundings, no ground at 150 f'ms.] No ground at 150 fathoms.

4 a.m.—Dist't off shore 6 leagues.

8 „ —Little wind.

* See note 15, ante, p. 162.

† See note 16, ante, p. 162.

‡ Sting Ray Bay.

1770 10 a.m.—Carpenters employ'd repairing the long-boat, sailmakers in repairing the sails; seamen drawing yarns to make rope.
9 May. Noon.—Lat'de obs'd, 33° 37'. Shore dist. 5 leagues.

10 May. REMARKS ON THURSDAY, 10 MAY, 1770.—On the Coast N.H.*

1 p.m.—Mod. breezes and clear wea'r.
4 „ —Tack'd, being on the No. part of. Dist. from the shore 1 mile.
9 „ —Do. weather.
6 a.m.—Out all reefs and made sail; the No'most land in sight N. 30° E. Variation p'r amp'de, 8° E't.
Noon.—Gentle breezes and clear wea'r; the ext's of the land from N. 41° E. to S. 41° W., a small clump of an island being† close in shore,‡ S. 82° W. Dist'ce of shore about 2 leagues.
Nobby'a. Lat'de obs'd, 32° 53' S.

11 May. REMARKS ON FRIDAY, 11 MAY, 1770.

1 p.m.—A gentle breeze and pleas't wea'r.
4 „ —Past a low point, to ye northward of which is an inlet into the land before which lay three small islands§; ½-p't 5, the No'm't land in sight bore N. 36° W't||, being dist. from the shore 2 or 3 miles. Shorten'd sail.
Port Stephens.
12 „ —Clear wea'r.
5 a.m.—Made all sail.
6 „ —Variation p'r azym'th and amplit'de, 9° 10' E't; the ext's of the land from N. ½ E. to S. 66° W. At 8, a high point of land making in two hills bore west 8 miles¶.
Cape Hawke.
Noon.—Being 3 or 4 leagues from the land, the ext's of which bore from N. 13° E. to S. 24° 30' W't. Lat'de obs'd, 32° 2' So.

12 May. REMARKS ON SATURDAY, 12 MAY, 1770.—On the Coast.

1 p.m.—Gentle breezes and fair wea'r.
3 „ —Severell smoaks seen along shore.
5 „ —The No'most land in sight N. b. E. ½ E., and 3 hills lying near the shore and contiguous to each other bore N.N.W. These hills I have call'd the 3 Brothers. Lat'de.——**
Three Brothers.
11 „ —The northermost of ye 3 Brothers W.N.W.
4 a.m.—Little wind.
Noon.—Little wind and fair; N'e'most land in sight N. 11° W't; the Three Brothers S.W. Dist. from ye shore 4 or 5 leagues.
Light winds.

13 May. REMARKS ON SUNDAY, 13 MAY, 1770.

1 p.m.—Light winds and clear.
6 „ —Dist't from ye shore 3 miles, the No. extremes of which bore N. b. E. ½ E., and a p't to the No'ward of the 3 Brothers†† bore S. b. W. ¾ W.
10 „ —Fresh breezes and clear.
12 „ —Tacked.
6 a.m.—No'most land in sight N. b. W. ¼ W.
8 „ —Variation——††
Noon.—Lat'de observ'd, 30° 43' So. Dist. from the shore 3 or 4 leag's.
A headland, on which was a great deal of smোক, and for that reason call'd it Smoaky Cape, bore S.W. Dist. 4 leagues.
"Smoaky" Cape.

* New Holland. † A copyist's error; should be, "lying close in shore." See entry in "Private Log," ante, p. 24. ‡ See note 17, ante, p. 162. § See note 18, ante, p. 162. || See note 19, ante, p. 162. ¶ See note 20, ante, p. 162. ** See note 21, ante, p. 163. †† See note 22, ante, p. 163. †‡ The variation is omitted in the original, and also in the "Private Log," ante, p. 27. The "Official Log," ante, p. 105, gives it as 9° 28' E.

REMARKS ON MONDAY, 14 MAY, 1770.—New Holland.

1770

14 May.

- 1 p.m.—Light airs and clear wea'r.
 3 „ — Variation, $8^{\circ} 13'$ E't.
 6 „ —Tack'd. Dist. from the shore 4 miles.
 8 „ —Tack'd.
 9 „ —Tack'd.
 6 a.m.—Smoaky Cape S.S.W.
 9 „ —Squally, with thunder, lightning, and rain.
 11 „ —Fresh breezes and fair.
 Noon.—Lat'de obs'd, $30^{\circ} 22'$ S. Southermost land S. 41° W. Dist't from the shore 4 leagues.

Working to windward.

REMARKS ON TUESDAY, 15 MAY, 1770.

15 May.

- 1 p.m.—Fresh breezes and fair wea'r.
 3 „ —Fresh gales and squally, with flying showers of hail and rain; close-reef'd the tops'ls.
 5 „ —Past without a small isl'd* at the dist'e of 2 or 3 miles.
 6 „ —Ext's of the land from N. b. W. to S.S.W.
 8 „ —Bro't too.
 10 „ —Made sail under the topsails. Fresh gales and clear wea'r.
 6 a.m.—Out all reefs and made sail.
 9 „ —Saw severell people on ye shore.
 Noon.—A bluff point† bore N.W. b. W. Dist. 2 or 3 miles, and the Cape Byron. No'most land in sight N. b. W. Saw sev'l smoaks.
 Lat'de obs'd, $28^{\circ} 39'$ So.

The Solitaires.

REMARKS ON WEDNESDAY, 16 MAY, 1770.—On ye Coast.

16 May.

- 1 p.m.—Fresh gales and fair.
 3 „ —Saw more land to the northward.
 5 „ —Saw some breakers ahead and on the larb'd bow, which, in order to avoid, we hauled off to the eastward.
 8 „ —Ext's of the land from N.W. b. N. to S. b. W. At 8, bro't too.
 10 „ —Wore.
 5 a.m.—Made sail.
 6 „ —Saw ye breakers on the larboard bow.‡
 7 „ —Do. one with a high peaked hill, S.W. b. W. This§ lay about 5 miles from the shore.
 Noon.—Extreemes of the land from S. to N. 2 W't; the peaks S. 20 W't. Dist'ce of shore 6 miles. Lat'de obs'd, $27^{\circ} 46'$ S.

Breakers ahead.

REMARKS ON THURSDAY, 17 MAY, 1770.

17 May.

- 1 p.m.—Fresh breezes and clear weather.
 5 „ —Saw breakers on the larboard bow, which at 6 bore N.W. b. W., and ye No'most land in sight No.
 8 „ —Bro't too; a heavy swell from the southward.
 12 „ —Gentle breezes; made sail.
 5 a.m.—Dist. from the land 7 or 8 leagues.
 8 „ —Fresh breezes and clear wea'r.
 Noon.—Lat'de obs'd, $26^{\circ} 28'$ S.; dist't off shore 2 leagues.

More breakers.

* See note 23, ante, p. 163.

† This "bluff point," Cook called Cape Byron, evidently—for he gives no reason—in honour of Commodore Byron, who commanded the Dolphin in her first voyage round the world, 1764–66.

‡ See note 24, ante, p. 163.

§ A copyist's error; should be, "They lay about 5 miles from the shore." See this entry in the "Private Log," ante, p. 30.

1770

REMARKS ON FRIDAY, 18 MAY, 1770.—New Holland.

18 May.

- 1 p.m.—Moderate breezes and fair wea'r.
 5 „ —Variation p'r azym'ths, $8^{\circ} 40'$ East.
 6 „ —The No'm't p't of land in sight N. $\frac{1}{2}$ W.* ; distance 3 or 4 leagues.
 10 „ —Bro't too ; the above point N.W. b. W.
 12 „ —Little wind.
 3 a.m.—Made sail.
 4 „ —The point W. b. S. $\frac{1}{2}$ S.
 8 „ —The No'most land in sight N. $\frac{3}{4}$ E.
 Noon.—Little wind and clear wea'r. Lat'de obs'd, $25^{\circ} 34'$ So. The point above mention'd S. $\frac{3}{4}$ W., and the No'most land N. $\frac{3}{4}$ E't; dist' off shore 3 leagues.

Anchored
for the
night.

19 May.

REMARKS ON SATURDAY, 19 MAY, 1770.

- 1 p.m.—Light airs and clear wea'r.
 3 „ —Variation p'r azym'th, $8^{\circ} 36'$ E.
 6 „ —Northermost land north.
 9 „ —Light airs and a swell from ye S.E.
 6 a.m.—Variation p'r amplitude, $8^{\circ} 23'$; p'r azym'th, $8^{\circ} 20'$ E't.
 8 „ —Saw some smoaks.
 Noon.—Little wind and clear. Lat'de obs'd, $25^{\circ} 04'$ So. The No'most point of land in sight N. 29° W.; distant — miles, and off shore — miles.†

Off Sandy
Cape.

TAKING POSSESSION.

22 Aug.

REMARKS ON WEDNESDAY, 22 AUGUST, 1770.

Gentle breezes and clear wea'r. Bro't too for the yawl, and made the signal for the other boats to come on board, which, after dinner, were sent away again to sound a passage we had just discover'd between the main and some islands. $\frac{1}{2}$ -p't 2, the yawl being on board, made sail for the passage, but seeing soon after some rocks, made signal for the boats to sound the next passage, which lay between the islands to the northward and the other, while we follow'd with the ship. At 4 o'clock, anchored ab't a mile without† the passage, and between the islands, in 6 fa'm water, clear ground ; dist't from the island on each side about 1 mile. The extreemes of the main on the S.W. side of the passage bore [S.] 48° W. and the so'm't p't of the islands on the N.W. side bore So. 76° W't. Betwixt these two points we could see no land, so that we were in great hopes we had found a passage into the India Sea ; but in order to be better inform'd, I landed with a party of men on the island, which lays on the S.E. side of the passage, where, from a high hill, I could see no land in the above direction. Before and after we anchor'd we saw a good many of the natives upon this island, but they all fled at my landing. A little before sunsett I took possession of the country§ in his Majesty's name, and fired three vollies of small-arms on the occasion, which was answer'd from the ship, &c.

Endeavour
Strait.Taking
possession.

* See note 25, ante, p. 163.

† See note 26, ante, p. 163.

‡ Evidently an error ; should be, "within the passage."

§ See note 75, ante, p. 163.

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BIRTHPLACE OF CAPTAIN COOK,
Marton, Yorkshire

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GENERAL CORRESPONDENCE.

ADMIRAL LORD COLVILLE* TO SECRETARY CLEVELAND.†

1762

Sir, London, 30 December, 1762.

30 Dec.

Mr. Cook, late master of the *Northumberland*, acquaints me that he has laid before their Lordships all his draughts and observations relative to the river St. Lawrence, part of the coast of Nova Scotia, and of Newfoundland.‡

Cook as a
marine sur-
veyor.

On this occasion I beg leave to inform their Lordships that, from my experience of Mr. Cook's genius and capacity, I think him well qualified for the work he has performed, and for greater undertakings of the same kind. These draughts being made under my own eye, I can venture to say they may be the means of directing many in the right way, but cannot mislead any.

I am, &c.,

COLVILLE.

JAMES COOK TO COMMODORE PALLISER.§

1764

Wednesday evening, 5 o'clock, 7 March, 1764.

7 March.

At the Book and Map seller, at the large Gateway in Cheapside.—
Jno. Senex Map, Pub. in 1710, names Cape Ray and calls Po.

Maps of
Newfound-
land.

* Lord Alexander Colville, of Culross, distinguished himself early in 1762 in North America, where he was senior officer under Sir Charles Saunders. He was made a Vice-Admiral of the White in 1770.—*Beaton's Naval and Military Memoirs*, vol. ii, p. 577. *Burke's Peerage*, 49th ed., p. 316.

† John Cleveland, Secretary to the Admiralty. He held office until his death, on the 18th June, 1763, when he was succeeded by Philip Stephens. Cleveland Bay, on the shores of which Townsville stands, and Cape Cleveland, in the immediate vicinity, were probably named by Cook in honour of Henry, the second Duke of Cleveland and Lord Lieutenant and Vice-Admiral of the County Palatine of Durham; and not in honour of the Secretary to the Admiralty. Hawkesworth, with his usual carelessness, spells the name incorrectly.

‡ On 22nd September, 1759—shortly after the downfall of Quebec—Cook was appointed master of Lord Colville's ship the *Northumberland*, then lying in the river St. Lawrence. His first service on joining this vessel was—at the direction of Admiral Sir Charles Saunders—to survey the river below Quebec. He continued in the *Northumberland*—chiefly in North American waters—until the end of 1762; and it was during this interval that he prepared for publication the charts and sailing directions referred to by Lord Colville. These "draughts and observations" were published the following year by the Admiralty, with soundings, sailing directions, &c. They brought Cook's name for the first time prominently before the members of his profession.

§ This letter requires some explanation. For some time prior to the date it bears, the rights of France and England to the fisheries in Newfoundland had formed a constant cause of dispute between the two nations. When the general peace was concluded on 10th February, 1763, an attempt was made to define those rights. The north-western, northern, and north-eastern shores of Newfoundland, from Cape Rich to Cape Bonavista, were allotted to the French. It was, however, not long before complaints of encroachments were made on both sides, and early in 1764 Commodore (afterwards Sir Hugh) Palliser was appointed Governor of Newfoundland and Labrador, with very large discretionary powers. One of the first claims he had to deal with was that put forward by the French Ambassador that they (the

1764

7 March.

Rich Cape Pointu. This map was drawn from the observations communicated to the Roy'l Society at London, and the Academy at Paris.

Claims of
the French.

Mitchel's Map, Pub., 1755.—Cape or Point Rich, which is left out of the late French maps, as if there was no such place, seemingly because it is the boundries of their previlige of fishing, which extends from hence northward round to C. Bonavissta.

The Universal Traveller, or Compleat Account of Voyages, by Pat. Barclay, 1734–35.—Speaking of Newfoundland, I do not find he once mentions C. Ray or Pt. Rich, but says their Journals was so confounded with names common to both sides of the island that it was a difficult matter to tell which side there [they] were upon, in the Gulf or on the N.E. side.

Cape Ray.

At Mr. Panbushel's, Gardener at Lambeth.—In Ogilby's America, Pub. in 1671, is a map, without date, that mentions Cape Ray only. This historian doth not speak of Cape Ray but in one place, and there he must mean Cape Race.

I have seen no maps to-day, but such as we see yesterday, except the above ; neither have I met with any historys or voyages (and I have looked into several) that makes any mention of what we want.

J. COOK.

GEORGE DAVIS TO JAMES COOK.*

14 March.

Sir,

Poole, 14 March, 1764.

Settlement
of New-
foundland.

When I last had the pleasure to see you I promised at my arrival here to make inquiry and inform you when Twillingate† and Fogo was settled by the English. I did not get here till the 10th, having taken a tour in my way home, and made it my business to find Mr. Thos. Fizzard, who was the first person that ever drove a nail at Twillingsgate† or settled there of an Englishman, which was in the year 1732. He tells me that Fogo was settled 3 or 4 years sooner, and that he have known that part of Newfoundland for 40 years, and that he never knew a French boat or ship to the southward of Cape John,‡ which is 14 leagues N.N.W. from Twillingate,† and the nearest place that he ever knew a French boat kept was at a harbour two leagues north of Cape John called L'nise [*sic*].

French) had a right to the whole of the fisheries on the western or Gulf side, northwards from Cape Ray. This claim, it was asserted, was supported by a map on which Cape Rich was not shown ; and on the strength of which it was claimed that Cape Ray, and not Cape Rich, was the southern boundary point on that coast-line. This added over four hundred miles of foreshores to those to which the French had rightful access. It is to this claim that the above letter refers, and it is evident that Palliser relied upon Cook to furnish him with the information necessary to refute the statements of the French Ambassador, which he had no difficulty in doing. Even thus early were Cook and Palliser on terms of intimacy and confidence.—(See the short biographical notice, Appendix B.) Palliser in later life spelt his name with one "s" only ; and this has since been universally followed. The signatures are given as written.

* This letter is evidently the result of some inquiries which Cook had been making to enable Palliser to deal with the claims of the French, to which reference is made in the foot-note to the preceding letter.

† Evidently intended for Toulouquet Island.

‡ Cape St. John.

Bonavista was settled as early as any part of the land, and never any Frenchman yet fished there. Mrs. Fizzard was born at Bonavista, whose uncle, Mr. Jno. Wolcome, was the first man-child born there, who was 80 years old when he dyed, and has been dead upward of 30 years. In Queen Ann's War,* when the French had Placentia,† in the winter season a party of French came overland, but was beat off by the inhabitants of Bonavista. I think this a sufficient proof that the French have not occupied any part of the land, from Cape Bonavista to Cape John,‡ for 40 years past. I wrote to Mr. Anth. Merry to the same purpose of the above the 10th, and desired him to relate the whole to you if you called, and if you have any further inquiry to make relative to the land, or else if you please to lay your commands, and they shall intelligently be answered, being one who has the good of his country at heart, and

1764

14 March

Bonavista.

Cape
St. John.

Sr., yours, &c.

GEO. DAVIS.

COMMODORE PALLISER TO SECRETARY STEPHENS.§

Sir, London, 4 April, 1764. 4 April.

I am informed by Captain Graves|| that the Grenville, schooner, employ'd by order of the R. Hon'ble my Lords Commissioners of the Adm'ty for surveying the coasts of Newfoundland, is laid up at St. John's, and in need of several stores (an amount of which is here inclos'd)¶ for refitting and equipping her for that

The
schooner
Grenville.

* The War of the Succession, 1702-1713.

† Placentia, a seaport village on the Avalon Peninsula, Newfoundland. It was settled by the French in 1626, and was for many years the capital of the island.

‡ Cape St. John.

§ Philip Stephens, Secretary to the Admiralty, born 11th October, 1728, was the descendant of an old Gloucestershire family, and the youngest son of Nathaniel Stephens, Rector of Alphamstone, in the county of Essex. Very little is known of his early career. When comparatively a young man he entered the Imperial service, as a clerk in the Victualling Office. He appears to have been next engaged as secretary to Lord Anson, then enjoying the wealth and fame accruing from his voyage round the world in 1740-44. By Lord Anson's influence he was placed upon the establishment of the Admiralty Office as a clerk, rising to the position of Assistant Secretary, and being finally appointed Secretary, on the death of Mr. John Cleveland, in June, 1763. For thirty-two years—i.e., until 3rd March, 1795—Stephens continued to administer the affairs of this, then very extensive and important, branch of the service. Upon his retirement—on the 3rd March, 1795—he was immediately appointed one of the Lords Commissioners of the Admiralty and created a Baronet. He was succeeded as Secretary by Mr. (afterwards Sir Evan) Nepean. Stephens sat in the House of Commons, first for Liskeard, and afterwards in several Parliaments as representative of the town and port of Sandwich. Charnock dedicated his celebrated work, entitled *Biographia Navalis*—published in 1794—to Stephens. He died on the 22nd November, 1800, and, leaving no issue, the title became extinct. The following localities were named after him:—Port Stephens, in the Falkland Islands, by Commodore Byron, in 1764; Cape Stephens, in New Britain, by Captain Carteret, in 1767; Cape Stephens and Stephens Island, in New Zealand, and Port Stephens, in New South Wales, by Cook, in 1770.

| Captain Graves preceded Palliser as Governor of Newfoundland, and it was evidently in that capacity that he made the communication referred to. For details of Graves's long career in the Navy, extending from 1741 to 1794, see:—Charnock's *Biographia Navalis*, vol. vi, p. 126; *Naval Chronicle*, vol. v, p. 377 (with portrait); *European Magazine*, vol. xxviii, p. 144 (also with portrait); *Dictionary of National Biography*, vol. xxii, p. 438; and Kippis's *Life of Cook*, p. 8. The recommendations of Palliser relative to the schooner Grenville (Palliser erroneously spells it Granvill) contained in this letter, were acted upon.

¶ The enclosure is not available.

1764

4 April.

service. Be pleas'd to move their Lordships to give an order for them to be sent out by the first ship that may be dispatch'd for that station.

Her equip-
ment.

Cook to
command
her.

Her crew.

To winter in
England.

Be pleas'd also to represent to their Lordships that that vessell being laid up at St. John's in winter, and man'd in summer from the commanding officer's ship, occasions many great delays and interruptions to that and other services, for after the Comodore arrives there she is to be refitted and equip't. After that she has a voiage [*sic*] to make to the place to be surveyed. This, together with the time necessary for her to return to be laid up and to return the men before the Comodore leaves the coast, expends the best part of the season in which the surveyor ought to be emp'd on that service; and the present method of maning her with men lent from the commanding officer's ship, her stores, &c., charged to the boatswain of that ship, and no proper person apointed to have the comand and charge of the vessell, neither when employ'd or laid up, creates much confusion in acc'ts and many inconveniencys to the service, for remedy of which I humbly beg leave to offer to their Lordships' consideration whether it will not be more for the King's service to order that Mr. Cook,* the surveyor, who is a master in the Navy, be apointed master of her, to be charged with all stores and materials belong to her, with the apointm't of a master of a 6th rate; the assistant-surveyor to be seamen with some knowledge of surveying and drawing, to be mate of the vessell, with the pay of master's mate of a 6th rate, and an allowance of 3s. or 2s. 6d a day as assistant-surveyor. The vessell to bear 18 or 20 seamen, so many at least being necessary for carrying on the service properly and with dispatch; but that number being necessary only when she is employ'd taking surveys, ten of them may be born as supernumereries belonging to the several ships on that station. At the end of the season the vessell to repair to the general randevouz at St. John's, return the men to the respective ships, and with the other ten, which is sufficient to sail and navigate her, to proceed to Portsmouth, where she will be properly refitted, and arrive the next season on her station much earlyer and in better condition than if left at St. John's. I apprehend the best assistant the surveyor can have is such a person as is described in the above proposal for mate of the vessell; and I flatter myself their Lordships will think that such a person, who has been brought up in the Navy, is better intituled to encouragem't than any young man who has been brought up in the Tower, that is meerly a draftsman, no seaman, and without knowledge of either land or sea surveying.

* This appointment was made on the 18th April, fourteen days after the date of this letter. Cook, it should be remarked, had spent the principal part of the previous five years in marine-surveying work in and about Newfoundland and Labrador, first under Lord Colville, and afterwards under Captain Graves. He was, consequently, best known, at that time, as a surveyor.

From what is above propos'd, I apprehend the charge to the Government will not be increas'd above 2s. a day on the whole, but the service will be more compleatly perform'd, and with greater facility and dispatch. 1764
4 April.
Expenses.

I beg leave to observe to their Lordships that [by] the present method of man'ing this vessell from the comanding officer's ship, and likewise another small vessell allow'd to him as a tender to be always ready to send with dispatches along the coast, his ship will be reduced 30 men under her lowest complem't, when she may happen to be wanted on important service for protection of the fisherys and coasts under my care and government, all which I beg leave to submit to their Lordships' consideration.

I am, &c.,

HUGH PALLISSER.

*Admiralty Office note on the back of the above letter :—*Navy B'd to cause them to be sent out by the Lark.*

H.M.S.
Lark.

EXTRACT of a letter from COMMODORE PALLISER TO SECRETARY STEPHENS. 1765

London, 6 March, 1765.

6 March.

I PRAY you will also be pleas'd to inform their Lordships that the present method of furnishing the Grenvill schooner with men by detachments lent from the respective ships is attended with many inconveniencys, such as the difficulty of sending and returning them in due time, the discontent of the men serving on board a vessell they do not belong to occasions them to desert, the difficulty the captains are under to know whether to discharge or run them, and when. Should their Lordships approve of establishing her complement at 20 men, it would compleatly answer that service. The Gren-
ville's crew.

I am, &c.,

HUGH PALLISSER.

COMMODORE PALLISER TO SECRETARY STEPHENS.

Sir, London, 14 December, 1765.

14 Dec

Mr. Cook, the surveyor, having been employ'd under my directions upon the coasts where I have been employ'd in his Majesty's ship Guernsey, I beg leave to refer the Board to his Cook's
labours.

The log-book of H.M. ship Lark—Samuel Thompson, commander—shows that she left Spithead for Newfoundland on 7th May, 1764, having on board the master (James Cook) and company of the schooner Grenville. She arrived in St. John's harbour on the 14th June following, and on the same day Cook took possession of the schooner, and "read over to the crew the master's warrant, Articles of War, and abstract of the late Act of Parliament." Cook continued in the Grenville, occupied in surveying the coasts, harbours, and part of the mainland of Newfoundland, until November, 1767, with the exception of the winter seasons, which he spent in England, preparing his charts for publication. It was during the winter of 1767-8, when Cook was so occupied, that proposals were made for despatching a vessel to the South Seas.

1765

14 Dec.

Palliser's
pay.

drafts and remarks, and as the several services I have had under my care have not allow'd me time to make such surveys and remarks myself, I desire you will be pleas'd to move their Lordships to signify to the Navy Board that they have no objection to their paying my wages.

I am, &c.,

HUGH PALLISER.

1766

3 Feb.

Cook's
charts of
Newfound-
land.

COMMODORE PALLISER TO SECRETARY STEPHENS.

Sir,

London, 3 February, 1766.

Mr. Cook, apointed by the Right Hon'ble my Lords Commissioners of the Admiralty to survey the sea-coast of Newfoundland under my direction, having finish'd his chart of that part of the south coast of Newfoundland adjacent to the islands of St. Pierre and Miquelow, including the said islands, upon a large scale of one inch to a mile, you will herewith receive the said chart, which be pleas'd to lay before the Right Hon'ble my Lords Commissioners of the Admiralty.

He having also the last year deliver'd in to the Board his survey of the north part of Newfoundland upon the same scale, and having now prepar'd a chart of that part with the oposite part of the coast of Labradore, including the island and streights of Bell [Belle] Isle, likewise another of the above-mention'd survey of part of the south coast of Newfoundland, both upon a proper scale to be usefull to the trade and navigation of his Majesty's subjects, as a publication thereof, I am of opinion, will be a great encouragement to new adventurers on the fisherys upon these coasts, be pleas'd to move their Lordships to permit Mr. Cook to publish the same.*

I am, &c.,

HUGH PALLISER.

COMMODORE PALLISER TO SECRETARY STEPHENS.

2 Dec.

Dear Sir,

London, 2 December, 1766.

His
assistant.

On a second conversation with Mr. Cook, I wish you to allow me to recomend for his assistant (in lieu of the young man I before mentioned) Mr. Michl. Lane, schoolmaster of the Guernsy, who draws well, is master of surveying, was brought up in the Bluecoat School, served afterwards as apprentice to Capt. Denis, who is his friend and patron, at whose recommendation I took him into the Guernsy. Mr. Cook waits on you with this.

I am, &c.,

HUGH PALLISER.

P.S.—The other young man has a desire to go another way.

* This recommendation was acted upon. The charts, with sailing directions, were published towards the end of the year.

COOK'S OBSERVATIONS ON AN ECLIPSE OF THE SUN.

1767

Royal Society's Transactions, 1767.

XXIV.—An observation of an Eclipse of the Sun at the Island of Newfoundland, August 5, 1766, by Mr. James Cook, with the longitude of the place of observation deduced from it. Communicated by J. Bevis, M.D., F.R.S.* Read, April 30, 1767.

MR. COOK, a good mathematician, and very expert in his business, having been appointed by the Lords Commissioners of the Admiralty to survey the sea-coasts of Newfoundland, Labradore, &c., took with him a very good apparatus of instruments, and among them a brass telescopic quadrant made by Mr. John Bird.

Being, August 5, 1766, at one of the Burgeo Islands, near Cape Ray, latitude $47^{\circ} 36' 19''$, the south-west extremity of Newfoundland, and having carefully rectified his quadrant, he waited for the eclipse of the sun, just a minute after the beginning of which he observed the zenith distance of the sun's upper limb $31^{\circ} 57' 00''$; and allowing for refraction and his semi-diameter, the true zenith distance of the sun's centre $32^{\circ} 13' 30''$, from whence he concluded the eclipse to have begun at 0h. 4' 48" apparent time, and by a like process to have ended at 3h. 45' 26" apparent time.

Eclipse of
the sun at
Burgeo.

N.B.—There were three other observers with good telescopes, who all agreed as to the moments of beginning and ending.

Mr. Cook having communicated his observation to me, I shewed it to Mr. George Mitchell, who told me he had a very exact observation of the same eclipse, taken at Oxford, by the Rev. Mr. Hornsby,† and he would compute from the comparison the difference of longitude of the places of observation, making due allowance for the effect of parallax and the earth's prolate spheroidal figure, and he has since given me the following result:—

The
longitude
computed

5h. 23' 59" begun at Oxford.	7h. 7' 5" end at Oxford.
0h. 46' 48" begun at Burgeo Isles.	3h. 39' 14" end at Burgeo Isles.
4h. 37' 11"	3h. 27' 51"
- 51' 59" effect of parallax, &c.	+ 17' 35" effect of parallax, &c.
3h. 45' 22"‡ diff. of meridian.	3h. 45' 26" diff. of meridian.

J. BEVIS.

THE LORDS OF THE ADMIRALTY TO THE NAVY BOARD.

1768

Gentlemen,

21 March, 1768.

21 March.

Having taken into our consideration your letter of this date, representing that you are of opinion that his Majesty's ship

Choice of a
ship.

* John Bevis was one of the most celebrated astronomers of the Eighteenth Century. He was a constant contributor to the proceedings of the Royal Society, of which he was one of the most energetic members. It was doubtless largely owing to the fact that Cook, by the above observations, proved his possession of exceptional mathematical and astronomical knowledge that he was selected as commander of the Endeavour.

† Thomas Hornsby, D.D., Savilian Professor of Astronomy in the University of Oxford. See Foster's *Alumni Oxonienses*, vol. ii, p. 698.

‡ Should be 3h. 45' 12"

1768
21 March. Man-of-war unsuitable. the Rose may be a proper ship to be employed on the service, the Tryal was proposed to be fitted for, except that you doubt of her being able to stow the quantity of provisions required on such an occasion, but that if we are inclined to make use of a cat-built* vessel for the said service, which in their kind are roomly, and will afford the advantage of stowing and carrying a large quantity of provisions so necessary on such voyages, and in this respect preferable to a ship-of-war, a vessel of this sort of about three hundred and fifty tons may, you apprehend, be now purchased in the river Thames, if wanted. We do hereby signify to you our approval of the employing a cat-built vessel instead of a ship-of-war on the aforesaid service, and desire and direct you to purchase such a vessel for the said service accordingly.

We are, &c.,
C. TOWNSHEND.
PY. BRETT.
C. SPENCER.

Authority to purchase. *Marginal Note* :—To purchase a vessel of about 350 tons to go to the southward of the Equinoctial Line to observe the transit of Venus over the sun's disk.†

SECRETARY STEPHENS TO JAMES COOK.‡

26 March. Surveying directions. Sir, 26 March, 1768. Herewith you will receive an order§ from my Lords Comm'rs of the Adm'ty for making observations on the coasts, roads, sands, sea-marks, tides, &c., in all places where his Maj't's ship under

* These vessels were distinguished for their great carrying capacity, and comparatively small draught. They were largely used in the Baltic, and in the coal trade on the north-eastern coast of England. Cook admitted that it was in consequence of having a vessel of this class—such as the Endeavour was—that he was able “to traverse a far greater space of sea, till then unnavigated, to discover greater tracks of country in high and low south latitudes, and to persevere longer in exploring and surveying more correctly the extensive coasts of those newly-discovered countries, than any former navigator, perhaps, had done during one voyage.”—*Voyage towards the South Pole*, vol. i, p. xxvi.

† The significance of the Transit of Venus was first pointed out by Dr. Halley, in a paper read before the Royal Society in the year 1691, *On the Visible Conjunctions of the Inferior Planets with the Sun*.—*Philos. Trans.* (abridged edition), vol. iii, p. 448. He demonstrated that by the observation of this phenomenon alone, the distance of the sun from the earth might be determined with the greatest certainty. He returned to the subject in 1716, in another paper, *On a New Method of Determining the Parallax of the Sun or his Distance from the Earth*.—*Philosophical Transactions* (abridged edition), vol. vi, p. 243. The observations of the first Transit of Venus, which occurred after the publication of Halley's “new method,” were not very successful. Some of the calculations were erroneous; and, as one of the consequences, the most favourable localities were not used as observing-stations. When the time approached for the second Transit—viz., that of 23rd May, 1769—the Royal Society determined to make amends. The matter was successfully represented to the Government of the day—that of the Earl of Chatham. The Endeavour was placed at the disposal of the Royal Society. Cook, then a master, was raised to the rank of lieutenant, placed in command by the Admiralty, and selected by the Royal Society to observe the Transit in conjunction with Mr. Green. The island of Otaheite, then newly discovered by Wallis, was selected as the observing-station. The history of the expedition will be found at length in *Hawkesworth's Voyages*, vols. ii and iii.

‡ The instructions contained in this letter have apparently no reference to Cook's voyage in the Endeavour. As will be seen (post, p. 308), Cook was not appointed to command the expedition until 25th May following. It is probable that when this letter was written he was preparing to return in his schooner, the Grenville, to the North American waters, to his ordinary duties as marine surveyor.

§ This order is not available.

your command may happen to be, as well at home as abroad, and for employing your master, with such other officers and youths of your quarter-deck as you shall find most disposed and best qualified for making such surveys and observations in the same service: And in addition thereto, I am commanded by their Lordships to acquaint you that as the present time of profound peace will afford you more leisure, and more and convenient opportunities of complying therewith, they hope and expect from you a very careful and exact performance of all that is prescribed in the said order; and that your exerting yourself in the execution of a plan which is of so much importance to navigation in general, as well as to the King's service, will be a means of recommending yourself to their notice and favour. And whereas it has been apprehended by some commanders of his Majesty's ships that while they remained in pilot water, or in places described by Collins, or others, in their draughts, they were not expected to make any such observations as before mentioned, their Lordships command me to acquaint you that they do expect you should endeavour at making all possible discovery in these parts, as well as in others; and that you shall note down any defects in the charts and books already published, and any difference you may observe between them and the places themselves, as they appear to you upon a careful and exact examination. I am, &c.,

P.S.

1768

26 March.

Perfunctory
officers.

THE LORDS OF THE ADMIRALTY TO THE NAVY BOARD.

Gentlemen,

5 April, 1768.

5 April.

Whereas you have represented to us by your letter* of the 29th of last month that, in pursuance of our directions of the 21st, you have purchased a cat-built bark of the burthen of 368 tons, for conveying to the southward such persons as shall be thought proper for making observations on the passage of the planet Venus over the sun's disk, we do hereby desire and direct you to cause the said vessel to be sheathed, filled, and fitted in all respects proper for that service, and to report to us when she will be ready to receive men. †

A vessel
purchased

* The letter is not amongst the Records.

† At the time this letter was written, Alexander Dalrymple, the eminent hydrographer, was regarded as commander of the expedition. In a pamphlet published by him in 1773, and entitled—*A Letter from Mr. Dalrymple to Dr. Hawkesworth, occasioned by some groundless and illiberal imputations in his account of the late Voyages to the South*—he claims to have chosen the Endeavour, and to have had actual command of the ship. In the postscript to a second letter, which—in consequence of Dr. Hawkesworth's death—was not published, he refers to his reasons for “preferring the Endeavour to the other ship, which was smaller.” Locker, in his *Memoirs of Naval Commanders*, gives the following account of the circumstances which led up to Cook's appointment:—

“In 1768 the Royal Society made application to the King to appoint a ship to convey to the South Seas Mr. Alexander Dalrymple (a gentleman of great nautical science) and other persons qualified to observe the transit of Venus over the sun's disk. They further proposed that a brevet commission should be given to Mr. Dalrymple to command the vessel.

“When the case of Mr. Dalrymple was referred to Sir Edward Hawke, he declared that none but a King's officer should bear the royal commission, and that he would rather lose his right hand than sign an act so dishonourable to his profession. In this dilemma it was

1768

5 April.

To be named
the
Endeavour.

And you are to cause the said vessel to be registered on the list of the Royal Navy as a bark by the name of the Endeavour,* and to cause her to be established with six carriage-guns of four pounds each and eight swivel guns.

We are, &c.,

C. TOWNSHEND.

PY. BRETT.

C. SPENCER.

THE LORDS OF THE ADMIRALTY TO THE MARQUIS OF GRANBY.†

My Lord,

5 April, 1768.

Her estab-
lishment.

The Navy Board having, in consequence of our directions, purchased a cat-built bark for conveying such persons as shall be thought proper to the southward for making observations on the passage of the planet Venus over the disk of the sun, and proposed that she may be established with six four-pcunder guns and eight swivels, we desire your Lordship will cause the same number and nature of guns to be established on her accordingly; and having ordered the said vessel to be registered on the lists of the Royal Navy by the name of the Endeavour, bark, we signify the same for your Lordship's information.

We are, &c.,

C. TOWNSHEND.

PY. BRETT.

C. SPENCER.

25 May.

Cook's ap-
pointment.

THE LORDS OF THE ADMIRALTY TO LIEUTENANT COOK.

WHEREAS we have appointed you First Lieutenant of his Majesty's bark the Endeavour, now at Deptford, and intend that you shall command her during her present intended voyage; and whereas we have ordered the said bark to be fitted out and stored at that place for foreign service, manned with seventy men (agreeable to the scheme on the back hereof), and victualled to twelve months of all species of provisions (for the said number of men at whole allowance), except beer, of which she is to have only a proportion for one month, and to be supplied with brandy in lieu of the remainder. You are hereby required and directed to use the utmost dispatch in getting her ready for the sea accordingly, and then falling down to Galleons Reach to take in her guns and gunners' stores at that place, and proceed to the Nore for farther order.

Given, &c., 25 May, 1768.

ED. HAWKE.

C. TOWNSHEND.

PY. BRETT.

suggested that Mr. Cook was fully qualified for the proposed service, he being a master in the Royal Navy, and already distinguished as an able mathematician. The Admiralty thereupon gave him a lieutenant's commission to command the Endeavour." See also Kippis, p. 51.

* It is evident from this that Kippis was wrong in stating (p. 17) that the Endeavour was selected by Sir Hugh Palliser and Lieutenant Cook after the appointment of the latter on the 25th May, 1768.

† John Manners, eldest son of the Duke of Rutland. He distinguished himself as a military officer on the Continent, where he commanded the British forces serving under Prince Ferdinand of Brunswick. At the date of this letter he was Master-General of the Ordnance in the Grafton Administration.

HULL OF LIEUTENANT COOK'S VESSEL "THE ENDEAVOUR."

From a pencil sketch by BREMAN.

THE NEW YORK
PUBLIC LIBRARY,

ASTOR, LENOX AND
TILDEN FOUNDATIONS.

Scheme referred to.

1768

*1 1st Lieutenant, to command,	1 Surgeon's mate.
at 5s. a day.	1 Clerk and steward.
*1 2nd Lieutenant.	2 Quarter-masters.
*1 Master.	2 Boatswain's mates.
*1 Boatswain.	1 Carpenter's mate.
*1 Gunner.	1 Armourer.
*1 Carpenter.	1 Sailmaker.
*1 Surgeon.	8 Servants to the officers.
*1 Cook.	40 Able seamen.
2 Master's mates.	—
3 Midshipmen.	70 Total.

25 May.

His crew.

* Allowed one servant.

LIEUTENANT COOK* TO SECRETARY STEPHENS.

Sir, Endeavour, at Deptford, 27 May, 1768.

27 May.

I have received their Lordships' order of the 25th inst., touching the fitting of his Majesty's bark the Endeavour, which I shall immediately set about complying with. I am, &c.,

Preparing for the voyage.

JAMES COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir, Admiralty Office, 31 May, 1768.

31 May.

Please to move my Lords Commissioners of the Admiralty to order me to be paid the pay that is due to me as surveyor of Cook's pay. Newfoundland. I am, &c.,

JAMES COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir, Deptford, Endeavour, bark, 31 May, 1768.

Please to acquaint my Lords Commiss'rs of the Adm'ty that I have this day received their orders and instructions,† &c., and shall comply agreeable therewith. I am, &c.,

His instructions.

JAMES COOK.

LIEUTENANT COOK TO MR. ALCOCK.†

Friday, 3 June, 1768.

3 June.

MR. COOK presents his compliments to Mr. Alcock; hath no objections to the bearer, Mr. Jno. Gathiry§ [Guthrey], being appointed boatswain of the Endeavour, bark; believes him to be a man well qualified for that station.

Boatswain Guthrey.

* Cook was appointed a First Lieutenant of the Royal Navy, and Commander of the Endeavour, on the 25th May, 1768, and Captain on 29th August, 1771.—(Kippis's *Life of Cook*, pp. 17 and 182.) Pelham, in his *Collection of Voyages*, states (vol. i, p. 142) that Cook received his lieutenant's commission on 1st April, 1760. This, however, is an error. A Lieutenant James Cook, a protégé of the Duke of Newcastle, was serving in 1765 on board the Wolf, at Jamaica, under Sir William Burnaby. This, doubtless, is the officer whose commission issued in 1760, and whom Pelham confounded with James Cook, the circumnavigator.—See *Annual Register*, vol. viii, p. 100.

† Unfortunately, the document referred to is not amongst the Records.

‡ Mr. Alcock was apparently one of the officials in the Admiralty Office.

§ Guthrey was duly appointed boatswain, but did not live to return. He died at sea on 4th February, 1771. He was one of the twenty-three unfortunates who succumbed to dysentery and fever during the terrible six weeks immediately following the departure from Batavia.

1768

LIEUTENANT COOK TO SECRETARY STEPHENS.

3 June.

Deptford, 3 June, 1768.

Gunner
Forwood.

MR. COOK presents his most respectfull compliments to Mr. Stephens, and begs leave to recommend the bearer, Mr. Stephen Forward* as a very proper person to be appointed gunner of the Endeavour, he having pass'd his examination for that purpose.

JAMES COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

30 June.

Sir,

Admiralty Office, 30 June, 1768.

I here inclose the state and condition of his Majesty's bark the Endeavour, under my command, and am, &c.,

JAMES COOK.

[Enclosure.]

AN Account of the State and Condition of his Majesty's bark the Endeavour, Lieutenant Cook, commander, at Deptford, this 29th of June, 1768 :—

Crew and provisions.	70 complement.				PROVISIONS ON BOARD FOR THE COM- PL'T AT WHOLE ALLOWANCE. Days.—547 bread, 28 beer, 335 brandy, rum, wine. Weeks.—78 beef, 78 pork, 78 pease, 78 oatmeal, 12 butter, 12 cheese, 66 oyle, 78 vinegar.
	70 borne.				
	68 mustered.				
	1 mid'man.	}	Chequed, and why absint.		
	without leave				
	with leave				
	on board	}	Sick.		
	1 on shore				
	hospital ship				
	16 officers and servants	}	Of the number borne.		
54 petty and able					
ord.					
landsmen					
	number short of				
	complement				
	SUPER'Y.				
	OFFICERS.				
	Part all paid.	{	Boats'n, gunner,	{	Stores wanting.
			carpenter.		
			Absant.		
			Occasion.		
	CONDITION OF THE SHIP.				
	Fitting for sea.				
	WHEN LAST CLEANED.				
	20th May, 1768.				

LIEUTENANT COOK TO SECRETARY STEPHENS.

5 July.

Sir,

Endeavour, bark, at Deptford, 5 July, 1768.

Armament.

His Majesty's bark the Endeavour, under my command, being allow'd only eight swivel guns, and it may then happen that four of these will be wanted for the longboat, and as the ship can conveniently carry twelve, please move my Lords Commissioners of the Admiralty to order her to be supply'd with four more swivels.

I am, &c.,

JAMES COOK.

* This appointment was made. Extracts from his journal are given, ante, pp. 191 to 211. His name was Forwood, not Forward.

LIEUTENANT COOK TO SECRETARY STEPHENS.

1768

Sir,

Admiralty Office, 6 July, 1768.

6 July.

The surgeon of his Majesty's bark the Endeavour, under my command, hath acquainted me that the Navy Board cannot supply the said bark with surgeon's necessaries to a longer time than twelve months, which is not in proportion to her victualing, and may not prove sufficient for the voyage. Please to move my Lords Commissioners of the Admiralty to order her to be supply'd with an additional quantity, or to a longer time. Drugs.

I am, &c.,

JAMES COOK.

SECRETARY STEPHENS TO LIEUTENANT COOK.

Sir,

7 July, 1768.

7 July.

I have communicated to my Lords Comm'rs of the Adm'ty your letter of the 6th inst., representing that the bark you command is allowed only eight swivel guns, and desiring, as four of them may be frequently wanted for the longboat, and the bark can conveniently carry twelve, that she may be supplied with four more to make up that number; and I am to acquaint you that the Board of Ordnance are wrote to for that purpose. More guns to be furnished

I am,

P.S.

SECRETARY STEPHENS TO LIEUTENANT COOK.

Sir,

7 July, 1768.

I have communicated to my Lords Comm'rs of the Adm'ty your letter of the 6th inst., representing that you are informed the Navy Board cannot supply the bark you command with surgeon's necessaries to a longer time than twelve months, and desiring, as that is not in proportion to her victualling, that she may be supplied with an additional quantity; and, in return, I am to acquaint you that the Navy Board are directed to cause her to be supplied with a twelve months' additional quantity. Navy Board to supply drugs.

I am,

P.S.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir,

Admiralty Office, 8 July, 1768.

8 July.

In order to make surveys of such parts as his Majesty's bark the Endeavour, under my command, may touch at, it will be necessary to be provided with a set of instruments for that purpose. Please to move my Lords Commissioners of the Admiralty to order me to be supply'd with the under-mentioned mathematical instruments. Mathematical instruments

I am, &c.,

JAMES COOK.

Theodolite compleate, one; plane table, one; brass scale, 2 feet long, one; d'ble concave glass, one; glass for tracing plans, from the light, one; a pair of large dividers; a parellel ruler; a pair of proportional compass's; stationery and colours.

1768

27 July.

A micro-
meter.

astronomical observations at Newfoundland. In order to make it of more general use, I have got made a micrometer for measuring the apparent magnitudes of the heavenly bodies, which will be of great service in the observation of the transit of Venus, the bill for which I here inclose, and beg you will lay it before my Lords Commissioners of the Admiralty, and move them to order the Navy Board to pay it.

I am, &c.,

JAMES COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir,

Admiralty Office, 27 July, 1768.

Cook's pay.

Having pass'd all my accounts for his Majesty's schooner the Grenville, please to move my Lords Com'iss'rs of the Admiralty to order me to be the pay [sic] due to me as master of the said schooner.

I am, &c.,

JAMES COOK.

SECRETARY STEPHENS TO LIEUTENANT COOK.

28 July.

Sir,

28 July, 1768.

Astrono-
mical instru-
ments.

I have communicated to my Lords Commissioners of the Adm'ty your letter of the 25th instant, desiring to be supplied with one of Doctor Knight's azimuth compasses of an improved construction; and, in return, I am to acquaint you that the Navy Board are ordered to supply you with one accordingly, and that it is their Lordships' direction you report to them, upon your return from your present intended voyage, how you shall have found the same to answer.

I have also communicated to their Lordships your letter of the 27th instant, desiring that the Navy Board may have orders to pay for the micrometer, which you have judged necessary to be made, in order to render the telescope with which they have supplied you more generally useful, and particularly so in the observations you are to make of the transit of Venus; and, in return, I am to acquaint you that directions are given to the Navy Board for that purpose.

I am, &c.,

P.S.

THE LORDS OF THE ADMIRALTY TO LIEUTENANT COOK.

30 July.

The scurvy.

Wort.

WHEREAS there is great reason to believe, from what Dr. McBride* has recommended in his book entitled "Experimental Essays on the Scurvy and other Subjects," and his pamphlet entitled "An Historical Account of the New Method of Treating the Scurvy at Sea" (of which you will herewith receive copies), and from the opinion of other persons acquainted with scorbutic disorders, that malt made into wort may be of great benefit to seamen in scorbutic

* David McBride, author of several medical works, the best known of which is his *Introduction to the Theory and Practice of Physics*.—Post, p. 840.

and other putrid diseases; and whereas we think fit experiments should be made of the good effects of it in your present intended voyage, and have with that view directed the Commissioners of the Victualling to put a quantity on board the bark you command: You are hereby required and directed to cause the same to be stowed in the bread-room or some very dry part of the ship, and take care that the following rules with respect to the preparation of the said wort, the administration of it to the sick, &c., be in general observed, viz. :—

1768
30 July.

Its prepara-
tion.

1st. The malt must be ground under the direction of the surgeon, and made into wort (fresh every day, especially in hot weather) in the following manner, viz. : Take one quart of ground malt and pour on it three quarts of boiling water, stir them well, and let the mixture stand close covered up for three or four hours, after which strain off the liquor.

2nd. The wort so prepared is then to be boiled into a panada with sea-biscuit, or dried fruits usually carried to sea.

3rd. The patient must make at least two meals a day on the said panada, and should drink a quart or more of the fresh infusion, as it may agree with him, every twenty-four hours.

4th. The surgeon is to keep an exact journal of the effects of the wort in scorbutic and other putrid diseases not attended with pestilential symptoms, carefully and particularly noting down, previous to its administration, the cases in which it is given, describing the several symptoms, and relating the progress and effects from time to time, which journal is to be transmitted to us at the end of the voyage.*

A journal to
to be kept.

Given under our hands, the 30th July, 1768.

ED. HAWKE.
PERCY BRETT.
C. SPENCER.

SECRETARY STEPHENS TO LIEUTENANT COOK.

Sir,

3 August, 1768.

3 Aug.

My Lords Commissioners of the Admiralty having desired the Master-General of the Ordnance to cause the Endeavour, bark, under your command, to be supplied at Plymouth with four carriage-guns, four-pounders, in addition to those she already has, I am commanded by their Lordships to acquaint you therewith that you may apply for the same.

More guns.

I am, &c.,
P.S.

* See the report of Surgeon Perry, post, p. 339; also Cook's letter to the President of the Royal Society, post, p. 390.

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THE LORDS OF THE ADMIRALTY TO LIEUTENANT COOK.

3 Aug.

Increase of
crew.

HAVING ordered the complement of his Maj't's bark under your command to be increased to eighty-five men, you are hereby required and directed to enter as many seamen as, with the proportion of marines whom we have ordered to be put on board her at Plymouth, will increase her present complement to that number accordingly.

Given, &c., 3rd August, 1768.

ED. HAWKE.
C. TOWNSHEND.
PY. BRETT.

LIEUTENANT COOK TO SECRETARY STEPHENS.*

Endeavour, bark, in Plymo. Sound,
14 August, 1768.

14 Aug.

Sir,

The
Endeavour
at
Plymouth.

Please to acquaint their Lordships that I arrived here this day in his Majesty's bark Endeavour, under my command, and shall make all the dispatch in my power to proceed to sea.

I am, &c.,

JAMES COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

17 Sept.

Sir,

Funcheal, Island of Madeira, 17 September, 1768.

At Madeira.

Please to acquaint my Lords Com'iss'rs of the Admiralty of the arrival of his Majesty's bark Endeavour, under my command, at this place on the 13th inst., and that having taken on board as much wine as the ship can conveniently stow, and compleated our water, shall put to sea again to-morrow. I have, &c.,

JAMES COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

30 Nov.

Sir,

Endeavour, bark, in the harbour of Rio de Janeiro,
the 30th of November, 1768.

At Rio.

Treatment
there.

Please to acquaint my Lords Commissioners of the Admiralty of my arrival at this port on the 13th instant, judging it to be the best place on this coast where I could furnish myself with the necessary refreshments I stood in need of. The manner we have been received and treated here is such as was never before practised on any English ship, which makes me think it the more necessary that the whole minutely be laid before their Lordships.†

* This and the following letter are not in the handwriting of Lieutenant Cook. They were signed by him, but were apparently written by a clerk. The letter from Batavia, post, p. 331, is in the same hand; as is also the Admiralty Journal, and the Journal recently purchased in London by Mr. Corner. The Endeavour sailed from Plymouth on the 26th August, 1768.

† M. de Bougainville experienced exactly similar treatment from Count da Cunha, Viceroy in 1767. His remarks on the manner in which the law of nations was interpreted in Brazil are quite as pronounced as those of Captain Cook.—*Voyage of M. de Bougainville*, English edition, p. 72, *et seq.* Even Commodore Byron, who appears to have been treated with exceptional courtesy, remarks upon the Viceroy being "as absolute a sovereign as any upon earth."—*Hawkesworth's Voyages*, vol. i, p. 6.

On my arrival off this port, I sent Lieutenant Hicks* before me (from before the mouth of the river were [where] we lay at that time becalm'd) to acquaint the Vice Roy† with the reasons that induced me to touch here, which was to procure water and refreshments for the ship, and to request the assistance of a pilot to bring us up into proper anchoring-ground. The sea-breeze soon after this freshing, and being unwilling to loose time, I made sail up the river, and meeting with neither difficulty nor danger to retard me, came to an anchor before the town, wondering that I saw nothing of my boat, knowing that she must have been ashore several hours, but was surprized when she return'd, informing me that the officer was detain'd. On this I prepared myself to go on shore to demand him, but before I could do that a boat came on board with several officers, who asked me many and very particular questions, all of which was answered to their satisfaction. They told me that my lieutenant had not been confin'd, but allow'd that he had been detain'd on shore, and said it was the constant custom to detain any one who came on shore from a ship until a boat from the Vice Roy had visited her. About this time I observed a boat fill'd with soldiers constantly rowing about the ship, which I understood the next day had orders to permit nobody but myself to go on shore, and to hinder any one of the inhabitants of the place from coming on board unless they had particular leave. Soon after this, Lieutenant Hicks was put on board in one of the Vice Roy's boats, attended by an officer. He inform'd me that after he had deliver'd his message to the Vice Roy he was asked if we would comply with the customs of the place, to which he answer'd that we would comply with any custom that had been before observed by English men-of-war; he was then told I must wait upon the Vice Roy the next day, when everything should be settled. When he was coming to the boat, in order to return on board, he was told he must stay on shore until I came. The first thing I did the next morning was to wait upon his Excellency, and acquainted him with the reasons that induced me to put in here (naming the things I wanted), and desired he would give the necessary order for me to be furnish'd with them, as my stay here would be very short. He said I should be accommodated with what I wanted, and desir'd to know if I had got any correspondence at this place, and told me it was a custom in this port for strangers to employ one of the natives to buy everything they wanted. I told him I had letters of credit to two merchants here who I did not doubt would furnish me with everything I wanted. I then enquir'd of him where I should water, and asked leave for my coopers to repair the casks ashore, to which he answer'd that

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30 Nov.

Anchor in the river.

Portuguese hospitality.

Under surveillance.

The Viceroy.

interviewed by Cook.

His terms.

* Zachary Hicks, second lieutenant, and next in command to Cook. Ante, p. 177.

† D. Antonio Rolim de Moura, Count of Azambuja, Viceroy, 1767-70. Cook, it will be noticed, invariably addressed him as Count Rolim.

- 1788: I must water at the fountain before the palace, and that my
 30 Nov. coopers should have leave to work ashore, that he would order a
 soldier to be put into each of my boats when they brought the
 casks ashore, and likewise when they returned on board, to see that
 they were not interrupted in carrying on this duty, and that a cen-
 tinel should be placed over the casks when on shore. I told him that
 the putting soldiers into the boats I thought unnecessary—that a
 centinel over the casks ashore would be quite sufficient. He said
 that it had always been a custom, and that it was by orders from his
 king, which he must comply with, and by that means I should be sure
 of having my casks taken care of. I told him that if this custom
 was necessary with merchant ships who might be suspected of
 contraband trade, it was not at all so with my ship, which he must
 not put upon the footing of a merchantman, being a King's ship,
 who never entered upon trade. He said he did not put me upon
 any such footing, but that it was a custom when anything came
 on shore from a ship to put a centinel into the boat. I thought
 he might be suspicious that we came here to trade, and as I had
 nothing to fear on that head, and knew that by that means my
 men would be kept stricter to their duty, I consented, and this
 practice was strictly observed during our stay here; but I had
 not the least idea at the time of a guard being put into a boat
 where myself or any of my officers should be, as I had been ashore
 the evening before in my boat, and that morning, without any
 such thing being attempted. I then desired to know the reasons
 why my lieutenant was detain'd yesterday. He began the same
 answer that his officers had done the day before. I remonstrated
 against it as unprecedented treatment to an officer belonging to an
 English ship-of-war in a friendly port. He said it was the custom
 and the King's orders, and I must not take it amiss. I was willing
 to waive this matter in the best manner I could, being very desirous
 of avoiding all manner of disputes of this nature, which I knew
 could not fail of creating a delay, which would retard the voyage,
 the success of which I had of all things most at heart. I then
 acquainted him that there were several gentlemen on board who
 had never before been at sea, and being much indisposed with the
 fatigues of a long passage, would be glad to reside on shore during
 our short stay here, and being well skill'd in natural history,
 desired leave of his Excellency to make such collections as this
 place did afford and our stay would permit. He said it was con-
 trary to the King's orders, and that he could not grant either one
 or the other. I was surprized at this refusal, and press'd him
 several times, but to no purpose.
- As soon as I came from his Excellency I found myself accom-
 panied by an officer. Upon my expressing my suspicions of his
 being a guard, was told he was only to show me such places in the
 town as I wanted; but on my coming outward I found he likewise
- Customs of
the port
- applicable to
traders only.
- Detention of
Hicks.
- Banks and
Solander
- forbidden
to land.
- A guard.

was to accompany me to my ship. On this I apply'd to the Vice Roy's *aid-de-camp* (as I could not see himself), and told him that I had done my business and was going on board my ship, therefore the gentleman then with me could be of no further use, to which he answer'd it was the Vice Roy's orders for an officer to attend upon me wherever I went to order me all the assistance I wanted. I desired that his Excellency might be acquainted that I was much obliged to him, but as I had met with an English gentleman (one of their officers) who would assist me in everything in his power, and therefore one of his officers attending upon me would be of no service, as we could not understand each other, and at the same time express'd my suspicions of his being placed over me as a guard, and on that account could not admit him on board; to which the Vice Roy sent for answer that it was the King's orders to him that an officer should always attend upon all strangers of any rank, that if I did not choose to admit him on board I might put him into the guard-boat, and at the same time assured me that nothing more was meant than a complement. Finding nothing more could be done at the time, I went on board, attended with the same officer, in company with Mr. Forster, an English officer in their service, who had obtained leave to go on board to dine with me. In the evening, Mr. Banks and the other gentlemen prepared themselves to go on shore with me to wait on the Vice Roy; but no one was permitted to pass the guard-boat but myself. They, therefore, were obliged to return on board. I went immediately to the Vice Roy, and desired he might be acquainted (for I could not see him) that I was much obliged to his Excellency for the complement he was pleased to pay me; but as it was an honour that would not be paid to any commander of his Most Faithful Majesty's ship in any British port, and as no complement was paid to the commanders of the *Dolphin* and *Tamer** when they were here, who were of higher rank than me, I hoped that his Excellency would not insist on my accepting of it. I then remonstrated against Mr. Banks not being permitted to come on shore. His Excellency's answer was that the commanders of their ships would not expect the same complement to be paid them in our ports; that he did not know what was acted in this place when the *Dolphin* and *Tamer* was here, it being before his time; that he could not give leave to any of the gentlemen or officers, except myself, to come on shore; that he acted according to orders from his Court, and that they were such as he could not dispense with. I desired that his Excellency might be acquainted that, as he had given his word that nothing more was meant by the officer attending me than a complement, I should be content to accept it when on shore, but the suffering either officer or soldier to come into my boat had so much the appearance of a guard, the admitting of which I could not answer to their Lordships, as they must see it in a different

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or a guide.

Amour propre.

The gentlemen foiled.

Cook embarrassed

He remonstrates.

The Viceroy firm.

Insists on a guard.

* The *Dolphin* and the *Tamar*, under Commodore Byron, were at Rio in September, 1764.

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30 Nov

light to what his Excellency meant it, to which I received for answer that if I would not admit an officer or soldier into my boat I must not expect to come any more on shore.

Cook's re-
quirements.

I was much chagrined at this answer, seeing plainly what treatment I had to expect, and had some thoughts of putting to sea again next day, but when reflected on the time that would be lost by putting in here, and that by this time a great part of my water-casks were on shore, I resolved to stay until I had procured the necessaries I wanted, and accordingly the next morning carried to the Vice Roy an account thereof in writing, both for daily subsistence and sea store, who gave orders for me to be furnished with the whole, except the use of a stage for cleaning the ship's bottom, which he said I could not be allowed unless one of their carpenters inspected the ship and reported her in want of such repairs. This I would not permit.

Obstacles
thrown in
his way.The King's
orders.Cook
protests

in vain.

His boat's
crew
imprisoned.

Notwithstanding the orders said to be given for me to be supplied with everything I wanted, I met with numerous obstacles under various and most frivolous pretences. It was with the utmost difficulty I obtained leave for one of my people (tho' attended by a soldier) to go into the market to buy fish, fruit, &c., for my table. All the answer I could obtain to the repeated remonstrances I made against a guard put into my boat was that it was the King's orders, and could not be dispensed with. I, therefore, on Thursday, the 17th, drew up a memorial to his Excellency, and sent it by an officer, together with a letter from Mr. Banks,* to both of which we received answer the next day; and the day following I sent a second memorial to his Excellency, by Lieutenant Hicks, with orders not to suffer a soldier to be put into the boat; that if the guard-boat would not permit him to go on shore without, to deliver the letter to that officer, and return on board. Upon his coming to the guard and refusing to admit a soldier into the boat, the officer attended him in his own boat to the landing-place. As soon as Mr. Hicks had left the boat a guard was put into her; the Vice Roy refused receiving the letters, and sent word that unless I would suffer a guard to be put into the boat all communication was shut up between me and him. Mr. Hicks then insisted on returning on board in his own boat, and in the same manner as he came on shore; but upon his persisting in not going into the boat unless the guard was order'd out, all the boat's crew were, by arm'd force, beat out of the boat (though they gave no provocation, nor made the least resistance), and hurried to

* By no one on board the Endeavour was the treatment received from the Viceroy more keenly felt than by Banks. When he found it was impossible to move the Viceroy, he determined to outwit him. On the 22nd November his servants were sent on shore before daylight, returning on board after dark, with plants and insects. On the 26th, Banks himself stole on shore in the same way, and spent the whole of the day in the fields. The country people treated him kindly, and he returned in the evening with, amongst other things, a muscovy duck, for which he "paid something less than two shillings."—*Hawkesworth*, vol. ii, p. 25.

prison, where they remained until the next day. Mr. Hicks was then by force put into one of their boats, and brought on board under the custody of a guard. Immediately upon my hearing of this, I wrote a letter demanding my men and boat, and his Excellency's reasons for detaining them, and enclosed the memorial he had refused to receive and sent it by a petty officer, as I had never objected to a guard being put into a boat wherein was no commission'd officer. He was admitted ashore and deliver'd the letter, and was told an answer would be sent the next day. This evening betwixt eight and nine o'clock came on an excessive hard storm of wind and rain. The longboat at this time coming on board with four pipes of wine in her went adrift, and having no boat to send after her but the yawl, which was not able to tow her one way or another, they were obliged to bring her to a grapnel, where they left her full of water, and got on board with the yawl about 2 in the morning. The next morning I sent to the Vice Roy to acquaint him with what had happened, to desire leave and the assistance of a shore boat to look after our longboat, and at the same time to demand my pinnace and the crew. After some time the whole was granted, and we was so fortunate as to find the longboat the same day. The pendant which the pinnace always wore when an officer was in her was taken away. This the Vice Roy laid to the storm, but I was inform'd the centinel struck the mast and took it away.

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He demands their release.

The longboat adrift.

On Monday evening, the 21st, I received his Excellency's answer to my last memorial and letter sent by one of his officers, by whom I sent an answer to that part of his Excellency's memorial wherein he doubts the ship belongs to the King; and in answer to the letter concerning the detention of my boat and her crew, I thought it only necessary to acquaint his Excellency with the taking away the pendant. At the expiration of two days I received answers to both. In this his memorial he accuseth my people of smuggling, a thing I am very certain they were not guilty of, and for which his Excellency could produce no proof. This memorial I answer'd, but dropp'd the affair of the boat. On the 28th I unexpectedly received another memorial from his Excellency in answer to my last, drawn up in such a manner as I thought called upon me to answer.

The Viceroy replies.

Charges the crew with smuggling.

I have here enclosed copys* of all the memorials and letters that have pass'd between the Vice Roy and me, which will be forwarded to you by the captain of a Spanish packet,† now in this port, who will sail in a few days for Old Spain, and I shall leave in the hands of the Vice Roy duplicates thereof, to be forwarded

The letters sent home.

* The originals of these memorials and letters cannot now be found. The attested copies of his own letters and translations of the Viceroy's were sent home by Cook; these are still in existence in the Admiralty Office, and are printed at the end of this letter as enclosures.

† The "Spanish packet" was carrying despatches from Buenos Ayres to Spain. There is no record of her name, but she was commanded by Don Antonio de Velasco.

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Cook
remains on
board.An
invidious
distinction.

by him to Lisbon. In this my letter I have stated the whole transactions as they hap'ned from time to time without reasoning upon any one point, soothing or aggravating circumstances. I must not omit more fully to acquaint you that no one of my boats was ever permitted to pass between the ship and the shore without a soldier being put in her. This practice I was obliged to submit to, otherwise I could not have obtained the supply I wanted; but, rather than suffer myself to be made a prisoner in my own boat, I kept on board, and notwithstanding my many embarrassments I met with I have got a recruit of provisions and water, with many other refreshments, and shall now put to sea without loss of time in as good a condition for prosecuting the voyage as the day we left England. It may not be improper to observe that the Vice Roy always pretended that the orders and customs respecting foreign ships were general, yet the Spanish packet, which put in here from the River of Plate, met with a very different reception. No guard was put over her, and the officers were at liberty to go wherever they pleased; and whereas the Vice Roy has, in some of his memorials, made mention of my people smuggling, I must, in justice to myself, to the other officers, and to the crew in general, declare that it is my firm belief that so far from anything being smuggled ashore here, that not sixpenny worth of any kind of goods was on board the ship for that purpose.

I have, &c.,

JAMES COOK.

Captain
Forster.

P.S.—Least any of his Maj's ships should touch here before the dispatches I forward from hence comes to hand, or that they should miscarry, I have left for the command'g officer copys of these memorials with Capt'n. Forster, an English officer in the Portuguese service, and a man of honour (who hath interested himself a good deal in our behalf), with directions that if no ship arrives here in a certain time he is to forward them to you.

Since writing the foregoing P.S. I am informed that Captain Forster is taken into custody by order of the Vice Roy for having interested himself in our behalf, so that I have now no opp'y left of leaving a duplicate of the memorials, &c., as I intended doing.*

[Enclosure.]

LIEUTENANT COOK TO THE VICEROY OF BRAZIL.

The Memorial of Lieutenant James Cook, commander of his Britannick Majesty's ship Endeavour, to his Excellency Count Rolim, Viceroy and Captain-General of the States of Brazil.

Cook states
his case.

LEAST mistake or misrepresentation should hereafter be alledged as excuses for the unexampled treatment which I have met with

* Two Portuguese officers were treated similarly by Count da Cunha for having shown undue civility to M. de Bougainville. One was imprisoned in the Citadel; the other exiled. What was Captain Forster's fate it is now impossible to say.

in this port, I think it necessary to state to your Excellency every particular relating thereto in writing, that from your answer I may be able (without being liable to mistake) to represent to my Court the particulars of that treatment, which I am confident is such as before was never offer'd to any commander of a British ship-of-war.

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On Sunday morning last, on my arrival off this port, I sent my first lieutenant before me (from the very mouth of the river where I was at that time becalm'd) to acquaint your Excellency with the reasons which induced me to touch here, and request of you the assistance of a pilot to bring me up to proper anchoring-grounds. The breeze, after this, fresh'ning, I made sail up the river, and, meeting with neither difficulty nor danger to retard me, came to an anchor where I now lay, wondering much that no such assistance had been sent to me; but how much more was I surprized when my boat return'd informing me that my officer was detain'd on shore. On this I prepar'd myself to go on shore and in form demand him; but before I could do that a boat came on board my ship bringing several of your Excellency's officers, who asked many and very particular questions, all which were answer'd with the utmost candour and precesion. They told me that my lieutenant had not been confin'd, but allow'd he had been detain'd, and said it was the constant custom to detain any one who came ashore from a ship till a boat from your Excellency had visited it.

Sent for a pilot.

His officer detained.

About this time I observed a boat filled with soldiers constantly rowing about my ship, and on asking them their business was informed that they had absolute orders from your Excellence to permit nobody but myself to go on shore, and to hinder every one of his faithful Majesty's subjects from coming on board of my ship unless they had particular leave so to do.

His ship guarded,

The next day or Monday morning, after having been ashore and waited upon your Excellency, I found myself put into the custody of a guard, who insisted on going into my boat with me, an insult which I am well convinced was never before born by any commander of a ship of war belonging to his Britannick Majesty.

and himself.

Yet all this I suffer'd patiently, for thinking it impossible that such treatment could be agreeable to your Excellency's orders I was willing to imagine it proceeded from some mistake, which might, on proper application, be clear'd up, looking upon it as my duty to avoid as much as in me lay anything which in its consequences tend towards a breach of that cordiality and friendship which has so long subsisted between their Britannick and Faithful Majestys.

His forbearance,

Three days have I remain'd in this situation, the same indignities and affronts being daily repeated, notwithstanding I have every day waited on your Excellency and remonstrated against

severely taxed,

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30 Nov. gives way at last. them in person. I, therefore, can no longer delay to acquaint your Excellency that it is my determin'd resolution that after twenty-four hours have elapsed from the delivery of this no officer or soldier shall upon any pretence whatsoever attempt to set his foot in my boat where myself or any one of his Britannick Majesty's officers now under my command shall be, as the suffering of such an indignity (knowing it to be design'd) would be sufficient to render me unworthy of the rank in his Britannick Majesty's service which I now have the honour to bear.

I expect the fav'r of your Excellency's answer without delay, as my future conduct whilst I remain in this harbour, as well as the reports I shall forward from hence to the King, my master, must intirely be regulated accordingly. (Signed) JAMES COOK.

Dated on board his Britannick Majesty's ship Endeavour, in the harbour of Rio de Janeiro, the 17th of November 1768. A true copy. (Signed) J.C.

[Enclosure.]

THE VICEBOY TO LIEUTENANT COOK.

The Memorial of the Count de Azambuja, Viceroy of the Estate of Brazil, in answer to another from Lieutenant James Cook, commander of his Britannick Majesty's ship the Endeavour.

The Viceroy's surprise.

His master's orders.

Customs in the port.

Cook not forced to stop.

I AM not a little surprized at the novelty that Lieutenant James Cook finds in the treatment that his ship has had in this port, being in all its points which he takes notice of in conformity not only with the orders of his Most Faithful Majesty my master, but to the antient custom of the same port ; not only so, but that in the year sixty-six, I myself practised it in Bahia* with a ship of the same English nation, and with another of the Dutch ; and this is the reason why before anything else the solemn ceremony was made which I practised with your officers in asking them if you would subject yourself to the customs and orders that are in this port, because only under this subjection, and the information that is taken in the visit which is made,† that you put into this port with real necessity, it is that you are admitted. Wherefore, if you think it hard subjecting to what in your memorial you express, it is in your power to (go when you please) leave the port, because I

* Bahia—now generally known as San Salvador—was, until 1763, the capital of Brazil. Cook surmised that the English vessel referred to must have been a private trading vessel. See his memorial of 19th November, 1768, post, p. 326. In a subsequent memorial, post, p. 328, the Viceroy admitted that it was one of the East India Company's vessels. Captain Wallis was off the eastern coast of South America with the Dolphin and Swallow in 1766, but did not land on the Brazilian coast.

† This passage has reference to the visit of inspection described in *Hæckersworth* (vol. ii, p. 19) as follows:—"We came immediately to an anchor, and almost at the same time a ten-oared boat, full of soldiers, came up, and kept rowing round the ship without exchanging a word. In less than a quarter of an hour another boat came on board with several of the Viceroy's officers, who asked—whence we came ; what was our cargo ; the number of men and guns on board ; the object of our voyage ; and several other questions, which we directly and truly answered." These are the "many and very particular questions" referred to by Cook in his letter to Stephens. Ante, p. 317.

did not admit you in it on other conditions, neither can I dispence with the orders I have. It is well known the great amity which has reigned for many years between the Portuguese and English nation ; and the last war shews how much we are faithful to this alliance ; and also it is well known how the English are received in all our ports of Europe, Africa, and Asia ; but those of America are, and always were, prohibited to all foreign nations, because on the contrary follows the ruin of our commeree ; and upon so justifiable a reason all foreign ships have always subjected themselves in these ports to all cautions that are taken to this end, which is never more necessary to be put in practice than when the same ships oppose them, because then they become more suspicious

Rio Janeiro, 18 November, 1768.

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30 Nov.

England and Portugal.

(Signed) CONDE DE AZAMBUJA.
Attested copy. (Signed) JAMES COOK.

[Enclosure.]

LIEUTENANT COOK TO THE VICEROY.

Most Excellent Sir,

Inclosed I send the memorial that my first lieut't this forenoon was order'd to present to your Excellency ; the refusal of his delivering it, as not attended by a guard, which he, according to my determin'd resolution and the antient custom of this race, could not suffer, makes it necessary now to forward it by one of my midshipmen, by whom I, likewise in form, demand my boat, with its crew, which, I am informed, your Excellency has thought proper to detain, as well as your Excellency's reasons for so doing.

Cook's indignation.

I am, &c.,

(Signed) JAM'S COOK.

Dated on board his Britannick Majesty's ship Endeavour, in the harbour of Rio de Janeiro, the 19th of November, 1768.

A true copy. (Signed) J.C.

[Enclosure.]

The Memorial of Lieutenant James Cook, commander of his Britannick Majesty's ship Endeavour, in answer to one from his Excellency Count Rolim, Viceroy and Captain-General of the States of Brazil.

I CANNOT help being surprized that your Excellence should plead the antient custom of the ports of Brazil as an excuse for the treatment that I have met with here, and the more so as I shall prove to your Excellency that whatever may have been the usage with regard to merchantmen no such treatment was ever before offer'd to any ship wearing his Britannick Majesty's pendant ; this confirms my suspicion of your Excellency being still under a mistake, which I shall endeavour as far as it is in my power to clear up.

The ancient custom of the port

applicable to merchantmen.

1768

30 Nov.

The Dolphin
and Tamar
respectfully
received.

On the 14th of September, 1764, his Britannick Majesty's ships Dolphin and Tamer, under the command of Commodore Byron, came to an anchor in this harbour, where, so far from meeting with either indignity or insult, they were received (by your Excellency's predecessor*) with all the respect that was their due; that I am convinced of by a journal of those ships now in my possession, which on my departure from England was deliver'd to me by their Right Honourable the Lords Commissioners for executing the office of Lord High Admiral of Great Britain, &c., as well as by two officers now with me, who were both at that time on board the commodore's ship.† As for your Excellency's behaviour to an English ship at Bahia, I am very certain that such ship must have belong'd either to some merchant or trading company, as no commander of a ship belonging to his Britannick Majesty could have answer'd to his Court the having submitted to any such treatment.

Lieutenant
Hicks.

Whether or not I would comply with the customs usual in this port was a question put to my first officer as soon as he landed; his answer was that I would conform to any regulations which his Britannick Majesty's ships had before complied with, an answer worthy is [*sic*] prudence, and by the true meaning of which alone I shall regulate my future compliances.

Cook
anxious
to go.

Your Excellency tells me that I am at liberty when I please to leave the port; this I must answer by saying that I am very desirous of so doing, did not the same reasons that induced me to come in (which your Excellency has long ago been acquainted with) make my stay here necessary. As soon, however, as I shall have received the supplies which I have applied for, your Excellency may depend on my leaving it with all expedition, as I can have no one inducement to remain in a place where I have met with such unexpected ill-treatment.

Will report
to his Court.

It appears very extraordinary to me, and doubtless will do so to my Court, that notwithstanding the same treaty of peace and amity still subsists between their Britannick and Most Faithful Majestys, orders of so different a nature from those formerly practis'd should now have been issued out in this port.

The guard.

Your Excellency has omitted giving an answer to that part of my memorial which most required it. I mean my complaint of your insisting upon putting officers or soldiers into my boats, a circumstance which, minutely and in all its particulars, must be properly reported to my Court. (Signed) J. Cook.

Dated on board his Britannick Majesty's ship the Endeavour,
in the harbour of Rio de Janeiro, the 19th of November,
1768. A true copy. (Signed) J.C.

* Conde da Cunha.

† Commodore Byron's account of his experiences at Rio Janeiro will be found in Hawkesworth, vol. i, p. 6.

[Enclosure.]

1768

THE VICEROY TO LIEUTENANT COOK.

Rio de Janeiro, 20 Nov., 1768.

20 Nov.

YOUR second lieutenant* came here yesterday after dinner with your letter, and as at the same time came to me a report that he would not admit a centinel in your boat, requiring several times the officer of the round, I sent him word to return to his ship, because upon that violence I could not admit the letter he brought me, nor give him audience. He answer'd, pertinaciously, that if he went he would return in the same manner without a centinel, and that if here one was put in he would through him overboard, which obliged me to let remain your boat, putting her people in security, and remit the said officer to your ship in the same boat that went to relieve the round that was there; and if in this diligencia [sic] there was some small indecency, the said officer of yours gave cause for it with his petulancy and imprudence; and that greater disturbances may not happen, I hope you will not send him ashore.

The Viceroy
on his
dignity.

He resorts to
force.

Your, &c.,

(Signed) CONDE DE AZAMBUJA.

Attested copy. (Signed) J.C.

[Enclosure.]

THE VICEROY TO LIEUTENANT COOK.

The Memorial of the Count Viceroy of the Estate of Brazil, in answer to that of Lieutenant James Cook, commander of his Britannick Majesty's ship the Endeavour.

No solid foundation has your admiracao [sic] because I follow the orders which generally is order'd to be practised, and is practis'd, in the ports of America, and if some of my antecessours have relaxed in some particular case I am not obliged to answer for it, but they may have had for this efecto [sic] particular orders which to me are wanting, and the example† on which you discourse, as it was so immediate to the war, the reliques whereof might make necessary this proceeding or the great necessity of the same ships.

Replies to
Cook's
memorial.

This does not interfere in the present case, because for the things that your ship wants it is not necessary coming ashore continually, especially appearing affected [sic] the same necessity, because from whence comes fruit and greens so fresh as I am assured cannot want so much water; and, lastly, it makes me dubious from the make of the ship and for other circumstances

His
suspicion.

* Lieutenant Hicks.

† The reference here is to the case of Commodore Byron, cited by Cook in his memorial of the previous day. The allusion to "the war" is not so clear, peace having been proclaimed more than eighteen months before the date on which Commodore Byron put into Rio de Janeiro in the Dolphin and Tamar.

1768 that she is the King's. That which I alledge of Bahia is not of
30 Nov. any small company, but of the East India Company, whose great reputation is well known, and what considerable part it makes of the British monarchy.

Precaution-
ary
measures.

When your officer came to ask leave to enter this port, it was asked him if you would be subject to the orders and customs of these ports, and to all those cautions necessary to prevent contraband, one of which is not to come any vessel on shore without a centinel to see what she carries, and that she does not come ashore in any other part but over against this pallace, for there to be guarded, also her people.

The Vice-
roy's logic.

More
stringent
measures.

This is the condition with which I permitted not only the entry of your ship, but also the furnishing of things that are necessary for you. If you find that you are not obliged it, and if you will not be subject to it, founded on the answer of your officer, you should not upon this argue much ; and I only answer that in this case also I have no obligation to furnish you with anything, nor to let your vessels come ashore ; and as to this last part, to prevent disputes and embarrasments, it will be more convenient that you deliver your letters to the officer of the round, in the guard-boat, for him to bring me them when he is relieved ; and as to the treatys whereof you discourse, it is a thing that can only be examin'd and interpretated by our Courts, because to me only belongs the execution of the orders I have. Rio de Janeiro, the 20th November, 1768.

(Signed) CONDE DE AZAMBUJA.

Attested copy. (Signed) JAMES COOK.

[Enclosure.]

LIEUTENANT COOK TO THE VICEROY.

The Memorial of Lieutenant James Cook, commander of his Britannick Majesty's ship the Endeavour, in answer to one from his Excellency Count Rolim, Viceroy and Captain-General of the States of Brazil.

Cook's com-
mission.

YOUR Excellency doubting whether or not my ship really belongs to his Britannick Majesty, is easily answer'd by my commission which has been shew'd to the officer who brought your Excellency's memorial, and is ready to be produced to your Excellence whenever you will let me bring it ashore in a proper manner.

(Signed) JAMES COOK.

Dated on board his Britannick Majesty's ship the Endeavour, in the harbour of Rio de Janeiro, this 21st of November, 1768.

A true copy. (Signed) J.C.

[Enclosure.]

1768

LIEUTENANT COOK TO THE VICEROY.

30 Nov.

Most Excellent Sir,

Among the many indecencies and affronts offer'd to my boat and boat's crew on Saturday night last it gave me great concern to hear that my pendant, the ensign of his Britannick Majesty's commission, which is never struck but by force of declar'd enemies, has been taken down and is still detain'd on shore.

I am, &c.,

(Signed) JAMES COOK.

Dated on board his Britannick Majesty's ship the Endeavour, in the harbour of Rio de Janeiro, the 21st of November, 1768.

A true copy. (Signed) J.C.

[Enclosure.]

THE VICEROY TO LIEUTENANT COOK.

Your boat having a centinel within for to guard her, one thing and another rowled overboard with the storm that did it; the boat of the Round saved it, but at this time he did not see neither the mast nor the pendant, which I believe the storm put out of its place, and notwithstanding the diligence used they have not yet appeared.

Displaced by the storm.

Rio, 22 November, 1768.

(Signed) CONDE DE AZAMBUJA.

Attested copy. (Signed) JAMES COOK.

[Enclosure.]

THE VICEROY TO LIEUTENANT COOK.

The Memorial of the Count Viceroy of the Estates of Brazil, in answer to that of Lieutenant James Cook, commander of his Britannick Majesty's ship the Endeavour.

His Britannick Majesty's ships-of-war have come to this port of themselves manifested what they were. Yours of its self alone does not discover that she is his Britannick Majesty's, so that this truth merely depends on your assertion and on your commission. I believe you are a gentleman of honour, and incapable of deceiving me, but as this is the first time I have the fortune of seeing you, and though the documents be ever so sacred, as this is, they are not exempt from contradiction—this consideration is enough for my doubt, and by consequence for my cautions, which experience in part shews me they are not without reason, because, notwithstanding all care, I am informed that always [already] your people have smuggled some goods.

The Endeavour like a trader.

Alleged smuggling.

Rio, 22 of November, 1768.

(Signed) CONDE DE AZAMBUJA.

Attested copy. (Signed) JAMES COOK.

1768

[Enclosure.]

20 Nov.

LIEUTENANT COOK TO THE VICEROY.

Cook
explains.

The Memorial of Lieutenant James Cook, commander of his Britannick Majesty's ship Endeavour, in answer to one from his Excellency Count Rolim, Viceroy and Captain-General of the States of Brazil, dated the 22 Novem'r, 1768.

It is admitted that this ship hath not that warlike appearance that others of his Britannick Majesty's who has put in here might have manifested, she being fitted out for the receiving on board such persons as should be appointed to observe the transit of Venus over the sun's disk as the most convenient for that purpose of any in the Royal Navy. It seems strange, and is a new thing to me, that the build, make, or shape of a ship should prove whether she belongs to the King or subject, that, in foreign parts, when questioned can be only proved by the commission, which ever before now was thought sufficient.

His com-
mission.A false
report.

Your Excellency's doubts and information of my people smuggling are certainly ill-founded, and can amount to no more than perhaps one of the sailors selling his jacket or shirt from off his back for a bottle of rum. If even this or anything of greater moment can be proved upon any of my people, your Excellency would do well to take the person so offending into custody and acquaint me therewith, that I may punish him for acting contrary to my express orders and my word of honour, which I gave to the officers who first visited the ship, that no such thing should be done.

(Signed) JAM'S COOK.

Dated on board his Britannick Majesty's ship the Endeavour, in the harbour of Rio de Janeiro, the 24th of November, 1768.

A true copy. (Signed) J.C.

[Enclosure.]

THE VICEROY TO LIEUTENANT COOK.

The Memorial of the Count Viceroy of the Estate of the Brazil, in answer to one from Lieutenant James Cook, commander of his Britannick Majesty's ship the Endeavour.

The
Viceroy's
suspicious.

ADMITTED that the ship of itself does not manifest being his Britannick Majesty's, and it being also true that a Patent may be counterfeit, necessarily to me this matter remains unproved. I grant that commonly the Patent is what is attended to in such like cases, but this is well when this point is of little importance, and not when it brings great consequences.

The same reasons that you alledge of your voyage being directed meerly on some astronomical observations* gives one the greatest

* The Viceroy appears to have had a very imperfect idea of the object of the expedition. Hawkesworth (vol. ii, p. 26) says:—"I told him that we were bound to the southward by the order of his Britannic Majesty to observe a transit of the planet Venus over the sun, an astronomical phenomenon of great importance to navigation. Of the transit of Venus, however, he could form no other conception than that it was the passing of the North Star through the South Pole."

distrust, because in this case it appears that according to reason and custom his Most Faithful Majesty should be beforehand advised of this voyage, to prevent your meeting the embarrassments you are experiencing.

As to your people, without your being acquainted, they may bring about them hidden things of value that are not bulky; but I am much obliged to you for your willingness to prevent motive of scandal.

Rio a 27 November, 1768. (Signed) CONDE DE AZAMBUJA.

Attested copy. (Signed) JAMES COOK.

[Enclosure.]

LIEUTENANT COOK TO THE VICEROY.

The Memorial of Lieutenant James Cook, commander of his Britannick Majesty's ship Endeavour, in answer to one from his Excellency Count Rolim, Viceroy and Captain-General of the States of Brazil, dated the 27th of November, 1768.

If my commission should be counterfeited, it follows, of course, that every other officer's commissions and warrants are counterfeits, that all other papers in the ship tending to the same end are counterfeits, that the officers' and marines' uniforms are counterfeited, and, lastly, the letters of credit I brought with me from Madeira are counterfeited. Was this true, your Excellency must agree with me in declaring it to be the most strange, the most daring, and the most publick peice of forgery that was ever committed in the whole world.

The astronomical observations of the transit of the planet Venus, for which alone this voyage is undertaken, is not, nor ever was, intended to be made in any part of his Most Faithful Majesty's dominions, or that of any other European State. It seems, therefore, contrary both to custom and reason that his Most Faithful Majesty should be beforehand advised thereof, when even the putting into this port was nearly accidental, and for no other reason than the necessity I was under of somewere recruiting my stock of provisions and water, not doubting but I should here meet with a friendly reception from the subjects of a King between whom and the King, my master, the long-established amity and alliance were never before known to be violated.

(Signed) JAMES COOK.

Dated on board his Britannick Majesty's ship the Endeavour, in the harbour of Rio de Janeiro, the 28th of November, 1768.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir, Endeavour, bark, at Onrust, near Batavia, 23 October, 1770. 1770

Please to acquaint my Lords Commiss'rs of the Admiralty that I left Rio de Janeiro the 8th of December, 1768, and on the 16th of Jan'y following arrived in Success Bay, in Straits La

1768

30 Nov.

No advices sent to Portugal.

Smuggling.

Counterfeit commissions.

Uniforms and letters of credit.

Object of the voyage.

Unexpected treatment.

23 Oct.

Departure from Rio.

1770
23 Oct.
Arrive at
Tahiti.

Maire,* where we recruited our wood and water. On the 21st of the same month we quitted Straits La Maire, and arrived at George's Island† on the 13th of April. In our passage to this island I made a far more westerly track than any ship has ever done before, yet it was attended with no discovery until we arrived within the tropick, where we discover'd several islands. We met with as friendly a reception by the natives of George's Island as I could wish, and I took care to secure ourselves in such a manner as to put it out of the power of the whole island to drive us off.‡

The natives
well-
disposed.

The transit
of Venus.

Some days preceding the 3rd of June I sent Lieutenant Hicks to the eastern part of this island, and Lieut. Gore§ to York Island, with others of the officers (Mr. Green having furnished them with instruments), to observe the transit of Venus, that we may have the better chance of succeeding should the day prove unfavourable. But in this we were so fortunate that the observations were everywhere attended with every favourable circumstance.||

Society
Islands.

It was the 13th of July before I was ready to quitt this island, after which I spent near a month in exploring some other islands which lay to the westward,¶ before we steer'd to the southward. On the 14th of August we discover'd a small island lying in the lat'de of 22° 27' So., long'de 150° 47' W't.** After quitting this island, I steer'd to the So., inclining a little to the east until we arrived in the lat'de 40° 12' So. without seeing the least signs of land. After this I steer'd to the westward, between the lat'de of 30° and 40°, until the 6th of October, on which day we discover'd the east coast of New Zealand, which I found to consist of two large islands, extending from 34° to 48° of south lat'de, both of which I circumnavigated.

New
Zealand.

New
Holland.

On the first of April, 1770, I quitted New Zealand, and steer'd to the westward, until I fell in with the east coast of New Holland,

* These straits separate Staten Island from the mainland of Tierra del Fuego

† This island, now known as Tahiti, was discovered by Captain Wallis, in June, 1767, and by him named King George the Third's Island. De Bougainville landed there in April, 1768, without any knowledge of Wallis's discovery. He adopted the native name, and called it Taiti. Cook, landing in April, 1769, retained the native name, but added the vowel prefix, used by the Islanders in conversation, and for many years it was known as Otaheite. Dalrymple surmised that Otaheite was identical with the island Quiros named La Sagittaria. He accounts for Quiros finding neither a harbour nor refreshments at the island, by the fact that he attempted to land on the isthmus, i.e., the south-east part, whereas Wallis, Bougainville, and Cook landed at Matavai Bay, on the northern part. There can now be little doubt but that Dalrymple was right; and that the islands Quiros named La Encarnacion, St. Juan Baptista, St. Elmo, Los Coronados, and La Conversion de St. Pablo, belonged to the large group now known as the Paumotu or Low Archipelago; the island he called La Dezena being identical with that called by Cook (and still known as) Maitea; and which Wallis called Osnaburg, and Bougainville, Le Boudoir.

‡ Hawkesworth, vol. ii, p. 107.

§ John Gore, third lieutenant. He accompanied Wallis, in the Dolphin, during the voyage round the world, 1766-8, "as one of the mates."—(Hawkesworth, vol. i, p. 470.) He also sailed with Cook as first lieutenant of the Resolution during the voyage in search of a north-west passage in 1770-80. On the death of Captain Cook he succeeded Captain Clerke as captain of the Discovery; and when the latter died, Gore, being next in command, took his place as captain of the Resolution and commander of the expedition.

¶ Hawkesworth, vol. ii, p. 140.

** These islands (six in number) Cook called the Society Islands, ib., p. 270.

* Ohetiroa Island, one of the group now known as the Austral Islands. The island itself is now called Burutua.

in the latitude of 30° So. I coasted the shore of this country to the No., putting in at such places as I saw convenient, until we arrived in the latitude of 15° 45' So., where, on the night of the 10th of June, we struck upon a reef of rocks, where we lay 23 hours, and received some very considerable damage. This proved a fatal stroke to the remainder of the voyage, as we were obliged to take shelter in the first port we met with, where we were detain'd repairing the damage we had sustain'd until the 4th of August, and, after all, put to sea with a leaky ship, and afterwards coasted the shore to the northward thro' the [most] dangerous navigation that, perhaps, ever ship was in, until the 22nd of same month, when, being in the latitude of 10° 30' So., we found a passage into the Indian Sea, between the northern extremity of New Holland and New Guinea. After getting through this passage I stood over for the coast of New Guinea, which we made in the 29th; but as we found it absolutely necessary to heave the ship down to stop her leaks before we proceeded home, I made no stay here, but quitted this coast on the 3rd of Sept'r, and made the best of my way to Batavia, where we arrived on the 10th instant, and soon after obtained leave of the Governor and Council to be hove down at Onrust, where we have but just got alongside of the wharf, in order to take out our stores, &c.

1770

23 Oct.

The Endeavour on the rocks.

Endeavour Straits.

Batavia.

I send herewith a copy of my journal,* containing the proceedings of the whole voyage, together with such charts as I have had time to copy, which I judge will be sufficient for the present to illustrate said journal. In this journal I have, with undisguised truth and without loss, inserted the whole transactions of the voyage, and made such remarks and given such descriptions of things as I thought was necessary, in the best manner I was capable of. Altho' the discoveries made in this voyage are not great, yet I flatter myself they are such as may merit the attention of their Lordships, and altho' I have failed in discover'g the so much talked of southern continent† (which perhaps do not exist, and which I myself had much at heart), yet I am confident no part of the failure of such discovery can be laid to my charge. Had we been

Cook's Journal.

Results of the voyage.

* It is, unfortunately, impossible to say what has become of this copy. It would probably be in the handwriting of Cook's clerk, by whom this letter was written.

† This is the first mention the Records contain of the "so much talked of southern continent." Singularly enough, no allusion is made thereto in the correspondence which passed between the Admiralty and Navy Boards in the spring of 1768, when the expedition was first projected. The Endeavour, so far as the official letters indicate, was merely intended to convey "to the southward such persons as shall be thought proper for making observations on the passage of the planet Venus over the sun's disk." The letter from the Admiralty to Cook (ante, p. 208) informing him of his appointment, contains no allusion to the objects of the voyage; nor does Cook himself mention the matter in any of his earlier letters. Care must be taken not to confound the land known to geographers of Cook's time as the *Terra Australis incognita*, or the "Great Southern Continent," with New Holland. They were not in any way identical. New Holland was not a *terra incognita*. Its western, northern, and part of its southern shores had been known to geographers for very many years. But it was thought that, in addition, a large continent stretched across the South Pacific from Tierra del Fuego to New Zealand. This was the *Terra Australis incognita* of the early voyagers. In Cook's time, the eminent hydrographer Alexander Dalrymple was

1770
23 Oct.
—
compared
with others.

The
astronomer.

Banks and
Solander.

A willing
crew.

Hastening
home.

so fortunate not to have run ashore, much more would have been done in the latter part of the voyage than what was, but as it is I presume this voyage will be found as compleat as any before made to the So. seas on the same acc't.

The plans I have drawn of the places I have been at were made with all the care and accuracy that time and circumstances would admit of. Thus far I am certain that the latitude and longitude of few parts of the world are better settled than these. In this I was very much assisted by Mr. Green, who let slip no one opportunity for making of observations for settling the long'de during the whole course of the voyage, and the many valuable discoveries made by Mr. Banks and Dr. Solander in natural history and other things useful to the learned world, cannot fail of contributing very much to the success of the voyage. In justice to the officers and the whole of crew, I must say they have gone through the fatigues and dangers of the whole voyage with that cheerfulness and alertness that will always do honor to British seamen, and I have the satisfaction to say that I have not lost one man by sickness during the whole voyage.*

I hope the repairs wanting to the ship will not be so great as to detain us any length of time. You may be assured that I shall make no unnecessary delay, either here or at any other place, but shall make the best of my way home. I have, &c.,

JAMES COOK.

CREW OF LIEUTENANT COOK'S SHIP ENDEAVOUR, 1770.†

Giving names of those not leaving before 1770.

Original list.

Endeavour bark's complement, 70 men, began wages 25 May, 1768.

			Time of discharge.
Comm'r, 25 May, James Cook, 1st lieut't	...	...	.....
Wm. Howson, his s't, D.	...	...	30 Ap'l, 1770
John Satterly, carp'r, DD.	..	...	12 Feb., 1771

the most prominent champion of this theory. Even after Cook's return, Dalrymple still believed in the existence of a great southern continent. He proclaimed it to be the "greatest passion of his life" to discover it. He estimated its extent as "equal to all the civilised parts of Asia from Turkey to China inclusive," and located it as reaching from the South Pole to 30° S. latitude.—(*Historical Collection of Voyages and Discoveries*, pp. xxiii, xxiv, and xxv.) From a comparison of the proportion of land to water in the northern hemisphere, it was held that a continent was wanting in the southern hemisphere "to counterpoize the land in the north, and to maintain the equilibrium necessary for the earth's motion." The second voyage of Cook, i.e., the one of 1772-5, effectually disposed of this visionary continent. In the Introduction to his *Voyage towards the South Pole* (vol. i, p. xi) Cook alludes to Quiros as being the first who had any idea of the existence of a southern continent. It is evident that he intended to dismiss as pure fiction the reports of the discovery of a southern continent by Juan Fernandez, nearly half a century before Quiros. See his letter to Stephens of 22nd March, 1775, post, p. 378, and note.

* This is not quite correct ; a seaman named Sutherland died of consumption at Botany Bay. But, doubtless, Cook, by "sickness," meant the terrible scourge of scurvy, which wrought such havoc with the crews of previous circumnavigators. His next letter told a very different tale.—Post, p. 337.

† The list is printed as it appears in the books of the Admiralty. The letters D. and DD. stand respectively for "discharged" and "died." The list does not include the name of Mr. Weir, master's mate, who was drowned at Mad'ira, on 12th September, 1768 ; nor that of John Bootle, midshipman, who died at sea, apparently in the early part of the year 1771.

	Time of discharge.	1770
25 May Edw'd Terrell, his s't, D.	31 Aug., 1769	
Isaac Smith* (AB. to 23 May, 1770, then mid. to 26 May, 1771, then m'r's mate) ... ..	...	...
Cork, Ireland, 25, Timothy Rarden, AB. DD. (AB. to 1 Feb., 1771, then sailmaker)	24 Dec., 1770	
Rochester, Kent, 42, Fred'k Haite, AB. DD.	1 Feb., 1771	
Deptford, 30, Benj'n Jordan, carp'r mate, DD.	12 Feb., 1771	
London, 22, Sam'l Jones, AB. ... ..	...	...
Edw'd Duggan, AB. ... ..	...	...
Inverness, 21, James Nicholson, AB. DD....	20 Feb., 1771	
Arkness, 29, Forby Sutherland,† AB. DD.	30 Ap'l, 1770	
Ipswich, 27, Isaac Parker (AB. to 25 Mar., 1769, then b's mate) ... ..	...	...
P'r Comm'r, 26 May, Zack'y Hicks, 2nd lieut't, DD.	25 May, 1771	
Worcester, Sam'l Moody, AB. DD....	31 Jan., 1771	
Cheshire, 26, Isaac Johnson, AB. ... ..	...	...
Inverness, 28, Rob't Anderson (AB. to 25 Sept., 1768, then q'rmaster) ... ..	...	...
Henry Jeffs, AB. DD.	1 Mar., 1771	
P'r Warr't, John Guthrey, boats'n, DD.	4 Feb., 1771	
Tho's Jordan, his s't, D. ... ..	...	...
West Enfield, Yorks'e, 19, Rd. Pickersgill, m'r's mate, D.	15 Ap'l, 1771	
Darlington, Durham, 27, R't Stainsby, AB. ... ..	...	...
Leith, 24, Ja's Gray (to 5 Feb., 1771, then q'rm'r) ... ..	...	...
P'r Warr't, 10 June, Rob't Taylor, arm'r, DD.	1 Aug., 1771	
High Wycombe, Bucks, 20, W'm Collett, AB. ... ..	...	...
P'r Warr't, 10 June, W'm Perry, surg'n mate, D.	5 Nov., 1770	
P'r Warr't, 3 June, Ja's Thompson, cook, DD.	31 Jan., 1771	
Tho's Matthews, his s't, D.	"	
P'r Warr't, 13 June, 49, John Ravenhill, ———, DD.	"	
Hull, Yorkshire		
Edinburgh, 39, Arch'd Wolfe, AB. DD.	20 Feb., 1771	
Weathersfield, Essex, 27, Cha's Clerke, m'r's mate, D. (to 19 Aug., 1768, then AB. to 16 April, 1771, then m'r's mate) ... ..	...	...
P'r Warr't, 15 June, Stephen Forwood, gunn'r ... ..	...	...
Dan'l Roberts, his s't, DD.	30 June, 1771	
P'r Warr't, 17 June, Rob't Molineux, master, DD.	15 Ap'l, 1771	
Isaac Manley, his s't, D.	4 Feb. —	
Gillingham, Dorset, 22, Matt Cox, AB. ... ..	...	...
Deptford, Kent, 27, Ri'd Hutchins (AB. to Sept., '69, then b's mate) ... ..	...	...
Bristol, 38, Cha's Williams, AB. ... ..	...	...
Dublin, 29, Josh Childs (AB. to 1 Feb., 1771, then cook, P't Warr't, 1 Feb., 1771) ... ..	...	...
Alex'r Simpson, AB. DD.	28 Feb., 1771	
P'r Warr't, 27 May, W'm Brough'm Monkhouse, surg'n, DD.	5 Nov., 1770	
Tho's Jones (1st), his s't	5 "	
Jo'n Monkhouse, mid., DD.	6 Feb., 1771	
Tho's Knight, AB. ... ..	...	...

* Isaac Smith, a relative of Cook's wife. He accompanied Cook in his second voyage.—(Post, pp. 343, 381, and 382.) He was afterwards raised to the rank of Admiral.

† Bennett, in his *History of Discovery and Colonisation*, p. 74, gives publicity to a rumour to the effect that Sutherland—after whom Point Sutherland, in Botany Bay, was named—died from wounds received from the natives; reference to pp. 19, 214 and 294, ante, will show that he died of consumption.

1770

Time of discharge.

Falmo', 28, H'y Stevens, AB.	...	...	...	...	.....
Bangor, Wales, 27, Tho's Jones (2nd)	...	...	...	...	.....
Pat'k Saunders, mid., (to 23 May, 1770, then AB.)	...	...	...	...	25 Dec., 1770
Bangor, Wales, Fran's Wilkinson (AB. to 19 Aug., '68, then m's mate)	...	...	...	...	.....
Rich'd Orton Clerke	...	...	...	...	.....
Brazils, 20, John Dozey, AB. DD.	...	...	...	...	7 Ap'l, 1771
Blackwall, 24, James Timley, AB.	...	...	...	...	.....
Deptford, Kent, 20, Mich. Littleboy, AB.	...	...	...	...	.....
George Nowell (AB. to Feb., '71, then carp'r)	...	...	...	...	.....
John Goodjohn, AB.	...	...	...	...	.....
John Woodworth, AB. DD.	...	...	...	...	24 Dec., 1770
P'r Comm'r, 20 July, John Gore, 3rd lieut.	...	...	...	...	.....
P'r do., 26 May, 1771, to 26 May, '71, then 2nd lieut.	...	...	...	...	.....
Nath'l Morey, his s't.	...	...	...	...	.....
Enoth, N'thamptons'e, 21, W'm Peckover, AB.	...	...	...	...	.....
New York, Ja's Magoa (AB. to 27 May, 1771, then mid.)	...	...	...	...	.....
Deptf'd, Kent, 25, R't Littleboy	...	...	...	...	.....
P'r Warr't, 5 Feb., 1771, Sam'l Evans (q'rm'r to 5 Feb., '71, then boats'n)	...	...	...	...	.....
Widows Man (2nd), AB.	...	...	...	...	.....
Madeira, New York, 20, Jno. Thurman, AB. DD.	...	...	...	...	19 Feb., 1771

JAMES COOK.

ROB'T MOLINEUX.

JOHN GUTHREY.

N.B.—The ship sailed from Plymouth Sound 17 August, 1768, and from the Madeira 14 Sept., 1768.

List of Marines on the Endeavour.

John Edgcombe, serg't ; Jno. Trusslove, corp'l ; Tho's Rositer, drum ; W'm Judge, private ; H'y Paul, private ; Mich'l Bremer, private, D, 19 Aug., 1768 ; Dan'l Preston, private ; W'm Wiltshire, private ; W'm Greenslade, private ; Sam'l Gibson, private ; Tho's Dunster, private ; Clement Webb, private ; John Bowles, private.

JAMES COOK.

ROB'T MOLINEUX.

JOHN GUTHREY.

LIEUTENANT COOK TO SECRETARY STEPHENS.

1771

Sir,

Endeavour, bark [at sea], 9 May, 1771.

9 May.

The letter
from
Batavia.

Please to acquaint my Lords Commissioners of the Admiralty that the inclosed* is a copy of a letter I transmitted to you in October last (by the Kronenburg, Captain Fredrick Kelgar, a Dutch Indiaman), together with a journal of the proceedings of the whole voyage to that time, and the necessary charts and plans. That letter, but more particularly the journals, will inform you with the reasons that induced me to have the ship hove down

* The enclosure, which is not amongst the Records, was evidently a copy of the letter of the 23rd October, 1770, sent by Cook to Stephens, from Onrust, near Batavia. Ante, p. 331.

at Batavia, which was certainly a very fortunate circumstance, as her bottom was considerably worse than we had any reason to expect. The damage we had sustain'd was of such a nature as to be soon repair'd very much to my satisfaction, and I had every other assistance from the Dutch I wanted that the place afforded. That uninterrupted state of health we had all along enjoyed was soon after our arrival at Batavia succeeded by a general sickness, which delayed us there so much that it was the 26th of December before we were able to leave that place. We were fortunate enough to loose but few men at Batavia, but on our passage from thence to the Cape of Good Hope we had twenty-four men died,* all or most of them of the bloody flux. This fatal disorder reign'd in the ship with such obstinacy that medicines, however skillfully administered, had not the least effect. I arrived at the Cape on the 14th of March, and quitted it again on the 14th of April, and on the 1st of May arrived at St. Helena, where I join'd his Maj's ship Portland, which I found ready to sail with the convoy. We put to sea on the 4th instant, soon after which I found, what from the heaviness of our sailing and the bad condition of our sails and rigging, so unable to keep up with the fleet that a seperation seem'd most probable. For this reason, and to guard against any accident that may happen to us, I have herewith put on board the Portland such of the officers' journals and charts I think will give most insight into the voyage, having not a copy of my own ready.

1771

9 May.

Its contents.

Sickness at Batavia.

Deaths at sea.

Cape of Good Hope.

Journals and charts.

I am, &c.,

JAM'S COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir, Endeavour, bark, Downs, 12 July, 1771.

12 July.

It is with pleasure I have to request that you will be pleased to acquaint my Lords Commiss'rs of the Admiralty with the arrival of his Majesty's bark under my command at this place, where I shall leave her to wait until further orders; and in obedience to their Lordships' orders immediately, and with this letter, repair to their office, in order to lay before them a full acco't of the proceedings of the whole voyage.

At the Downs.

I make no doubt but what you have received my letters and journals forwarded from Batavia in Dutch ships in October last, and likewise my letter of the 10th of May, together with some of the officers' journ'ls which I put on board his Majesty's ship Portland, since which time nothing material hath hap'ned excepting the death of Lieutenant Hicks. The vacancy made on this occasion

* Hawkesworth gives the number who died on the passage to Cape of Good Hope as twenty-three, namely: "Mr. Sporing (a gentleman who was in Mr. Banks's retinue), Mr. Parkinson (his natural history painter), Mr. Green (the astronomer), the boatswain, the carpenter and his mate, Mr. Monkhouse (the midshipman who had fothered the ship after she had been stranded on the coast of New Holland), our old jolly sailmaker and his assistant, the ship's cook, the corporal of marines, two of the carpenter's crew, a midshipman, and nine seamen."—Vol. iii, p. 780.

1771

12 July.

Death of
Hicks.Clerke
promoted.Cook's
journals,
charts, and
drawings.

I filled up by appointing Mr. Charles Clerke, a young man well worthy of it, and as such must beg leave to recommend him to their Lordships. This, as well as all other appointments made in the bark vacant by the death of former officers agreeable to the enclosed list, will, I hope, meet their approbation.

You will herewith receive my journals containing an account of the proceedings of the whole voyage, together with all the charts, plans, and drawings I have made of the respective places we have touched at, which you will be pleased to lay before their Lordships. I flatter myself that the latter will be found sufficient to convey a tolerable knowledge of the places they are intended to illustrate, and that the discoveries we have made, tho' not great, will apologize for the length of the voyage.

I have, &c.,

JAM'S COOK.

[Enclosure.]

Promotions. LIST of Officers appointed to his Majesty's bark the Endeavour by Lieutenant James Cook, commander, in the room of others, deceas'd.

1770, Nov. 6th—William Perry, surgeon, in the room of Will'm B. Monkhouse, died 5 Nov., 1770, at Batavia.

1771, Feb. 5—Sam'l Evans, boatsw'n, in the room of Jno. Guthrey, [Guthrey] died 4 Feb'y, 1771, at sea.

1771, Feb. 13—George Nowell, carpent'r, in the room of Jno. Satterly, died 12 Feb'y, 1771, at sea.

1771, Ap'l 16—Rich'd Pickersgill, master, in the room of Robt. Molineaux, died 15 April, 1771, at sea.

1771, May 26—Jno. Gore, second lieutenant, in the room of Zach'h Hicks, died 25 May, 1771, at sea.

1771, May 26—Charles Clerke, third lieut't, in the room of Jno. Gore, appointed second lt., 26 May, 1771.

JAM'S COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir;

Endeavour, bark, 12 July, 1771.

Dr. Knight's
azimuth

My Lords Commiss'rs of the Admiralty were pleased in the year 1768, before I sail'd from England, to order the Endeavour, bark, to be supplied with one of Dr. Knight's azimuth compasses of an improved construction, and directed me upon my return to report to you how I found the same to answer; they, at the same time, were pleased to order on board a quantity of malt for scorbutic and other puthrid diseases, and directed that the surgeon was to keep a journal of its effects in such cases, which journal was to be transmitted to you at the end of the voyage.

useless at
sea.

Agreeable to their Lordships' commands, I am to acquaint you that I never once was able to make use of the compass in a troubled sea, and the reason was this, I could not make the brass box keep a horizontal plain; the motion of the ship always made it incline one way or another, from which it would not of itself return; I

will not say that this was owing to any fault in its construction, but rather think it owing to my ignorance in not knowing properly how to adjust it; however, I think it by far too complex an instrument ever to be of general use at sea.

1771

12 July.

Too complex.

You will receive inclosed a journal of scorbutic cases, and the effects malt, made into fresh wort, had in the scurvy, drawn up by Mr. Perry, who was then Mr. Monkhouse's mate, and at his death succeeded him as surgeon of the bark, for Mr. Monkhouse, who did not die till we got to Batavia, left no journal properly drawn up and attested by himself. To Mr. Perry's remarks I have only to add, that in February, 1770, we found the malt so indifferent (notwithstanding it was properly dry and sweet) that the surgeon could make little or no use of it in the common way. Having at this time a good deal remaining, and in order that we might reap some benefit from it, I order'd as strong a wort to be made of it as possible, and in it boil'd ground wheat for the people's breakfasts; it made a very pleasant mess, which the people were very fond of; it took to make 22 or 24 gallons of wort from 4 to 7 gallons of malt, according as the casks turn'd out good or bad. We continued this method as long as we had any left, and had great reason to think that the people received much benefit from it.

The surgeon's journal.

Malt

I have, &c.,

JAM'S COOK.

[Enclosure.]

SURGEON PERRY* TO LIEUTENANT COOK.

Sir,

[†]

The sanguine and well-grounded expectations of the certain efficacy the wort possesses to cure the sea scurvy, and the very great probability of that distemper raging at some time or other in the course of a long voyage, induced, I apprehend, the Rt. Honour'ble the Lords Commissioners of the Admiralty to send out a quantity of malt in the Endeavour, as well to determine and fix its character in that respect as through an humane and tender care for the preservation of the crew. It may at first sight appear strange that I reckon this last motive secondary to the first, but a recollection of the ample and various assistance the same provident minds had afforded for that purpose will remove this seeming absurdity.

A specific for scurvey.

A fine distinction.

Sour krout, mustard, vinegar, wheat, inspissated orange and lemon juices, saloup, portable soup, sugar, melasses, vegetables (at all times when they could possibly be got), were some in constant, others in occasional use. These were of such infinite service to the people in preserving them from a scorbutic taint that the use of the malt was, with respect to necessity, almost entirely precluded. Again, cold bathing was encouraged and enforced by

Preventives.

Bathing.

* William Perry, surgeon, promoted from surgeon's mate on the death of Surgeon Monkhouse, 5 November, 1770, at Batavia. See Admiralty letter of 30 July, 1768, ante, p. 314.

† No date; evidently June or July, 1771.

1771

example. The allowance of salt beef and pork was abridged from nearly the beginning of the voyage, and the sailors' usual custom of mixing the salt beef fat with their flour, &c., strictly forbid. Upon our leaving England, too, a stop was put to issuing butter and cheese, and throughout the voyage raisins were serv'd with the flour instead of pickled suet.

Dr.
McBride.

His specific

given a fair
trial.

I have enumerated all the above preventives lest Mr. McBride,* who, in page 175, reflects on sea surgeons perhaps not with the utmost candour, should suppose there must have happen'd more dangerous cases to have proved the virtues of his medicine upon than really have, and that some motives like those he has given still prevent a compliance with allowing it a fair trial. What opportunities have occur'd of using it have constantly been embraced; that more have not happen'd is, if a fault, the fault of the humanity of the Lords of the Admiralty and of the care of the captain of the ship. But I am aware that Mr. McBride may object to my assertion of its having been allow'd a fair tryal, its being used by way of preservation (see page 192). If he is dissatisfied at this, it don't, however, affect me, and Mr. Monkhouse's death doubtless prevented sufficient reasons being given for his conduct in that particular.

The dose

Upon our leaving Madeira the capt. gave every man a quantity of onions. In crossing the Equator a bilious disorder affected the ship's company; it was general, but very slight. To prevent scorbutic complaints next making their appearance, which is frequently the case after a colliquation of the juices by prior illnesses, the wort was first prepared, as directed, October the 23rd, 1768. A quart a day was given to each of the convalescents; the valetudinarians, too, had the same quantity, which was also given to each of the cooks, who were supposed more obnoxious to scurvy from their duty ab't the fire. Here, then, it was used by way of prevention, and the consequence was our arrival at Rio Janeiro without a scorbutic symptom amongst us.

for invalids.

On our passage from this place to Le Maire's Straits the wort was continued to our invalids, of whom we had three, one through age and two of broken constitutions from debaucheries. At Terra del Fuego we collected wild celery, and every morning our breakfast was made of this herb and ground wheat and portable soup. January, 1769, we pass'd Cape Horn, all our men as free from scurvy as on our sailing from Plymouth.

The case of
Richard
Hutchins.

Case 1st, March 14.—Richd. Hutchins, age 28, of an active, lively disposition and florid complexion, complained of his gums being sore, and of several small fungous ulcerations in one leg. His gums were swell'd and painful upon pressure, but still adhering to the teeth. The sores in the leg were seated abt. the ankle, were somewhat cedematous and of a livid circumference; his body

* David McBride, M.D. See the Admiralty letter to Cook, 30th July, 1768, ante, p. 314.

was sufficiently open ; did not find his appetite impair'd nor felt the usual lassitude. He took a pint of wort pr. day, had portable soup, and was order'd to use flour in lieu of salt meat. The wort gave him a stool more in the twenty-four hours without griping or uneasiness. After the first ten days the gums were perfectly sound and the ulcers in the leg assuming a kindly aspect ; promised a speedy cure, wch. was accordingly perfected in another week. The wort was continued to April 8. 1771

Case 2nd, March 24.—Wm. Wiltshire, marine, aged 27, complain'd of sore and bleeding gums ; his teeth were loosen'd ; he had no other scorbutic symptoms. This man had a pint of wort, which quantity was repeated regularly every day till the 12th of April. His complaint gradually mended, and after twelve days taking the med'cine were entirely removed. The effects of the wort gently solutive only. Wm. Wiltshire.

Case 3rd, April 2.—Saml. Jones, seaman, aged 26, naturally brisk and active, complain'd of having for some days been troubled with a dull heavy pain in his limbs ; a lowness of spts. accompanied it, and a general weariness oppress'd the frame. His stools were regular as in health, no rigidity in the tendons, nor was his appetite impair'd. The next day he took a quart of the wort ; this gave him three stools in the twenty-four hours, plentiful, loose, and offensive ; his body was thus kept constantly open. The discharge became less putrid, his pains went gradually off, and on the 12th (which was the last day of his taking the wort) not a man in the ship was more in spts. and lively than him. Saml. Jones.

Case 4, April 3.—I took a quart of the wort for some days before an unusual languor and lazyness had infested me ; no posture was so easy as lying down, and a swelling of a phlegmonoid type had appeared on my left leg. The part had been bruised many years before, and an induration had remained. The integuments were discolour'd from the calf downward, the apex of the tumour painful to the touch, but the rest hardly at all. To this I applied a discutient plaister, and kept from lying down as much as possible. The wort at first griped me, but not violently. On the 6th I first observ'd an amendment in the aspect of the tumour, the discoloration more circumscribed and the apex falling. My spts. were indisputably more alert. From this day I mended fast, and on the 12th left off the wort, being within sight of our port at Otaheite. Where the tumour had been there was now a circle of a deep blue, and round that a light tinge of yellow. The Doctor ill. His symptoms.

When Hutchins complain'd, which was the first alarm, the wort was also order'd for our invalids, older people, cooks as before, and others of the men who were suspected of lax solids and more dissolved state of the blood. These continued it till the 12th of April without any shadow of scurvy. The first alarm.

1771

Rob of
lemons.

The best
medicine.

From this time while at sea the wort became a part of our diet, so that, excepting five cases, three happening in port at New Holland and two while on the coast of New Zealand, not a man more suffer'd any inconvenience from this distemper. In the cases I have mention'd a trial was made of the robs, and attended with success.

It is impossible for me to say what was most conducive to our preservation from scurvy, so many being the preventives used: but from what I have seen the wort perform, from its mode of operation, from Mr. McBride's reasoning, I shall not hesitate a moment to declare my opinion, viz., that the malt is the best medicine I know, the inspissated orange and lemon juices not even excepted.

WILLIAM PERRY.

[Enclosure.]

State and
condition of
the ship.

STATE and Condition of his Majesty's bark Endeavour, Lieutenant James Cook, commander, in the Downs, the 12th July, 1771.

Complement 85	Prov'ns on b'd for the complem't at whole allowance—
Borne 82	Bread (days) 21
Muster'd 80	Beer " 0
Chequed—	Arrack " 28
Widows' Men 2	Beef (weeks) 4
With leave 0	Pork " 4
Without leave 0	Pease { or rice } " 4
Lent 0	Oatmeal { " 4
Sick—	Flour " 0
On board 19	Suet " 0
On shore 0	Thist " 0
the complement—	Butter } Sugar " 4
Officers and servants ... 17	Cheese }
Petty and able 57	Oil " 0
Ordinary 0	Vinegar... .. " 0
Landsmen 0	Tons of water 10
Marines 8	Stores wanting—
Short of complement 3	Boatswain's, gunner's,
Supern'y—	carpenter's.
Belonging to the ships ... 0	Officers—
Belonging to no ship .. 8	Absent 0
Whole number victual'd ... 88	Occasion 0
Condition of the bark Foul.	
When last cleaned 12 Nov., 1770.	

JAM'S COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Aug.

August, 1771.

Deserving
officers.

THE under-mentioned persons, late belonging to his Majesty's bark the Endeavour, are humbly recommended to my Lords Commissioners of the Admiralty as worthy of promotion, viz. :—

Pickersgill.

Mr. Rich'd Pickersgill,* master, deserving of a lieutenant's commission.

* See extract from Pickersgill's journal, ante, pp. 212 to 229, and note on p. 212.

Mr. Rich'd Orton Clerk [Clerke], formerly purser of the Barbadoes sloop and ship Arundel. { Wishes to have some place in the custom-house or any other publick office. 1771 Aug. Clerk.

Mr. Fran's Wilkinson,* master's mate, was with Capt. Wallis in the Dolphin. { A gunner's warrant would be acceptable. Wilkinson.

Mr. Jno. Edgcumbe,† sergt of marines, a good soldier, very much of a gentleman, and well deserving of promotion in the marine service. Edgcumbe.

Rich'd Hutchins, boatswain's mate, well deserving of a boat-swain's warrant; would be glad to go in the Endeavour, in case Mr. Evans, present boatswain, is removed. Hutchins.

Mr. Isaac Smith and Mr. Isaac Manly [Manley], both too young for the preferment, yet their behaviour merits the best recommendation. The former was of great use to me in assisting to make surveys, plans, drawings, &c., in which he is very expert. Smith and Manley.

J. COOK.

LIEUTENANT COOK TO SECRETARY STEPHENS.

Sir, Mile End, 13 August, 1771. 13 Aug.

Herewith you will receive the bulk of the curiosities I have collected in the course of the voyage, as under mentioned, which you will please to dispose of as you think proper. Curiosities.

I am, &c.,

JAMES COOK.

1 chest of So. Sea Islands cloth, breast-plates, and New Zeland clothes; 1 long box, or So. Sea Island chest, of sundry small articles; 1 cask'qt, a small carved box from New Zeland, full of several small articles from the same place; 1 drum, 1 wooden tray, 5 pillows, 2 scoops, 2 stone and 2 wooden axes, 2 cloth-beaters, 1 fish-hook, 3 carved images, and 8 paste-beaters, all from the So. Sea Islands; 5 wooden, 3 bone, and 4 stone patta pat-tows, and 5 buga bugaes, from New Zeland; 1 bundle of New Zeland weapons; 1 bundle of So. Sea Islands weapons; 1 bundle of New Holland fish gigs; 1 bundle of a head ornament worn at the Heivas at Ulietea.

‡CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, 9 September, 1771. 9 Sept.

I found it necessary in the course of my late voyage to order the company of his Majesty's bark the Endeavour, under my command, to have wheat or oatmeal boil'd with vegetables for breakfast on beef days, as well as on banyan days, at all times Wheat and oatmeal.

* See footnote, ante, p. 236.

† John Edgcumbe. This recommendation was acted upon. Edgcumbe was advanced to the rank of lieutenant of marines, and in that capacity accompanied Cook on his second voyage. Cook named Edgcumbe Bay, on the Queensland coast, after him.

‡ At the conclusion of his first voyage round the world, Cook was promoted to be a Commander in the Royal Navy, by commission bearing date the 29th August, 1771.—Kippis's *Life of Captain Cook*, p. 182.

1771

9 Sept.

whenever any of the latter were to be got, which is certified by the signing officers on board. Please to move my Lords Commissioners of the Admiralty to order the wheat or oatmeal so expended to be allow'd me on my account which is now passing in the offices.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO —————*

Sir,

9 September, 1771.

Gunner
Forwood.

Mr. Forward [Forwood], gunner of the Endeavour, has inform'd me that he hath applied to you for a removeal out of the said bark. Permit me to acquaint you that I believe his present ill state of hiltb renders him very unfit for such a voyage. I also have to acquaint you that Mr. Wilkinson, who my Lords Commissioners of the Admiralty were pleased to keep a gunner's warrant vacant for, is dead ; if their Lordships would be pleased to appoint Mr. Forward to this vacancy it would give him sufficient time to recover his hiltb.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

20 Sept.

Sir,

20 September, 1771.

The agent at
Rio.

When I was at Rio de Janeiro, in November, 1768, I was under a necessity of employing a person there to purchase the necessary provisions and refreshments we were in want of, as I was not permitted to do it myself, or any other person in the ship for me. (The person I employed charged for his trouble 5 p. cent. comm'n's, and likewise 5 p. cent. discount on bills of exchange for money taken up to pay for said provisions, &c.) As the former cannot be allowed without an Admiralty order, and the latter not being properly ascertained in the vouchers, please to move my Lords Commiss'rs of the Admiralty to order the same to be allowed me on passing my accounts.

Provisions
purchased.

Also at Madeira I purchased a quantity of oinions, which was distributed to the ship's company, and which I understood had been practised by ships on the like voyages ; and likewise at Batavia, the sickly state of the ship's company made it necessary to have an extraordinary quantity of vegetables every day, which articles I have charged in my accounts, and pray their Lordships' order that it may be allowed me.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

21 Sept.

Sir,

Scorpion, sloop, Deptford, 21 Sep'r., '71.

Pickersgill.

In obedience to your letter of the 17th inst., I have to acquaint you that I have no objection to their Lordships granting Lieut. Pickersgill leave to go into the country for the recovery of his health.

I am, &c.,

JAM'S COOK.

* Evidently to Secretary Stephens.

CAPTAIN COOK TO SECRETARY STEPHENS.

1771

Deptford, 2 December, 1771.

2 Dec.

INCLOSED is a list* of the petty officers and foremastmen belonging to his Majesty's sloop Scorpion, late under my command, who enter'd with an intent to go the voyage with me. Please to move my Lords Commissioners of the Admiralty to order them to be discharged into his Majesty's sloop Drake.

THE SECOND VOYAGE.

I am, &c.,

JAM'S COOK

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir,

3 December, 1771.

3 Dec.

During the whole time I have com'and'd his Majesty's sloop Scorpion she hath been in extra petty warrant victualling, no sea provisions or sea stores of any kind have been expended, and but little received on board, so that none of the officers had sign'd their indents, from whence it appears that no charge of stores, sea provizons, &c., comes upon me.† I therefore humbly pray you will move my Lords Commissioners of the Admiralty to order me to be paid for said sloop without passing an accompt, which I understand is usual on the like occasions.

The Scorpion.

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir,

Admiralty Office, 14 Dec., 1771.

14 Dec.

Having some business to transact down in Yorkshire, as well as to see an aged father,‡ please to move my Lords Commissioners of the Admiralty to grant me three weeks' leave of absence for that purpose.

An aged father.

I am, &c.,

JAM'S COOK.

* The enclosure is missing. In the Commission and Warrant Book at the War Office are the following entries :—"Commissions, dated 28th Nov'r, 1771, for—Mr. James Cook, commander, Drake, sloop; Lieut. Robt. Pallisser Cooper, (1), Lieut. Charles Clerke, (2), Drake, sloop; Mr. Tobias Furneaux, commander, Raleigh, sloop; Lieut. Joseph Shank, 1st, Raleigh, sloop. Warrant, dated 12th December, 1771, for—James Gray, boatswain of the Creuizer, to be in the Drake, sloop; Robert Anderson, of good testimony, who has passed an examination, to be gunner of the Drake, sloop; Thomas Hardman, of good testimony, to be boatswain of the Creuizer, sloop, former removed to the Drake. Warrant, dated 13th Decem'r, 1771, for—Andrew Gloag, of good testimony, who has passed an examination, to be gunner of the Raleigh, sloop. Commission, dated 25th Decem'r, 1771, for—Mr. James Cook, commander, Resolution, sloop; Lieut. Robert Pallisser Cooper (1), Lieut. Charles Clerke (2), Lieut. Richard Pickersgill (3), Resolution, sloop; Mr. Tobias Furneaux, commander, Adventure, sloop; Lieut. Joseph Shank, 1st, Adventure, sloop. Warrant, dated 25th Decem'r, 1771, for—James Gray, boatswain of the Drake, sloop, to be in the Resolution, sloop; Robert Anderson, gunner of the Drake, sloop, to be in the Resolution, sloop; James Wallis, carpenter of the Drake, sloop, to be in the Resolution, sloop; Edward Johns, boatswain of the Raleigh, sloop, to be in the Adventure, sloop; Andrew Gloag, gunner of the Raleigh, sloop, to be in the Adventure, sloop; James Adcock, carpenter of the Raleigh, sloop, to be in the Adventure, sloop." It is necessary to add that "Drake" and "Raleigh" were the original names of the Resolution and Adventure respectively.

† It appears from this that Cook did not see any active service after his return in the Endeavour until he started on his second voyage—a period of twelve months.

‡ The only description of Cook's father which has any claim to authenticity is that given by George Colman, the younger, in an account of a tour in the year 1775 into the northern parts of England. The party consisted of the two Colmans—father and son—Captain

1771

CAPTAIN COOK TO SECRETARY STEPHENS.*

Sir,

Quarter-
master Grey.

Mr. James Grey,† who was with me in the Endeavour, bark, and at present boatswain of the Cruizer, sloop, has signified his desire to go out again with me. I pray you will be pleased to move my Lords Commissioners of the Admiralty to appoint him boatswain of his Majesty's sloop Drake. Permit me, sir, to recommend to their Lordships Thos. Hardman, who has sail'd with me sence the beginning of the year 1767, in the stations of boatswain mate and sailmaker. He is well quallified to be boatswain of any of his Majesty's sloops in ordinary or Home service. His constitution at present is not sufficient to stand such a voyage as I am going, otherwise I should have applied for him to have been appointed my boatswain.

I am, &c.,

JAM'S COOK.

Gunner
Anderson.

P.S.—I shall recommend Robt. Anderson,‡ who was also with me in the Endeavour, to be appointed gunner of the Drake, provide he quallifies himself for that station.

1772

CAPTAIN COOK TO THE EARL OF SANDWICH.§

14 Jan.

My Lord,

14 January, 1772.

Richd.
Hutchins

The bearer, Richd. Hutchins, was boatswain mate of the Endeavour, bark, during the whole of her late voyage,|| and upon her return home your Lordship was pleased to appoint him boat-

Phipps (afterwards Lord Mulgrave), Mr. (afterwards Sir Joseph) Banks, and Omai, a native of Ulitea. These were the "visitors at the Hall," named in the subjoined extract. They were the guests of Sir Charles Turner, of Kirkleatham Hall, near Gisborough. Colman writes:—"In the adjacent village of Kirkleatham there was, at this time, an individual residing in a neat, comfortable cottage, who excited much interest in the visitors at the Hall. His looks were venerable from his great age, and his deportment was above that usually found among the lowly inhabitants of a hamlet. How he had acquired this air of superiority over his neighbours it is difficult to say, for his origin must have been humble. His eightieth summer had nearly passed away, and only two or three years previously he had learned to read, so that he might gratify a parent's love and pride by perusing his son's first voyage round the world! He was the father of Captain Cook." *Memoirs of the Colman Family*, R. B. Peake, vol. i, p. 277. For an account of Cook's ancestors see *The Topographer and Genealogist*, vol. ii, pp. 551-552.

* No date, but evidently about the end of December, 1771.

† James Grey [or Gray] was an A.B. in the Endeavour until the 5th February, 1771, when he succeeded Samuel Evans as quartermaster. He accompanied Cook as boatswain of the Resolution in 1772-5.

‡ Robert Anderson was an A.B. on the Endeavour until the 25th September, 1768, and from that date quartermaster. He accompanied Cook as gunner of the Resolution in 1772-5, and again in the same capacity and on the same vessel in 1776-80.

§ John, fourth Earl of Sandwich, popularly known by his contemporaries as "Jemmy Twitcher"; referred to in the House of Commons by Thomas Townshend as the "most profligate sad dog in the kingdom." First Lord of Admiralty, December, 1748; re-appointed to that office in April, 1768, and again in January, 1771; Secretary of State, September, 1763, and again in December, 1770. He incurred much odium by his treatment of Wilkes.—(See *Lord Chatterfield's Letters*, vol. ii, p. 479; *Walpole's Reign of George III*, vol. i, p. 311, *et seq.*; and vol. iv, p. 317, *A Voyage round the Mediterranean*, London, 1779.) Kippis, in his *Life of Cook*, p. xii, refers to the Earl of Sandwich as "the great patron of our navigator, and the principal mover in his mighty undertakings."

|| This is an error. Hutchins was an A.B. until September, 1769, when he was appointed boatswain's mate. On the death of the boatswain, John Guthrey, 4th February, 1771, he (Hutchins) was promoted to the vacancy. He does not appear to have accompanied Cook on either of his subsequent voyages.

THE EARL OF SANDWICH.

Reproduced by Heliotype, from an Engraving of date 1799.
The original Painting by Gainsborough.

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ASTOR, LENOX AND
TILDEN FOUNDATIONS.

swain of the said bark on the removal of the then boatswain. He soon after was taken sick and put ashore at Portsmouth; the bark sailing before he was able to go on board again, another was appointed in his room, which, has reduced him to the same situation as he was before he experienced your Lordship's favour. As your Lordship has been pleased to shew so much attention to such of my people as have been recommended to you, I am imboldened to solicit your Lordship's further favour in behalf of this man, which will be most gratefully acknowledged by

1772

14 Jan.

befriended
by the Earl.

Yours, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Deptford, 16 January, 1772.

16 Jan.

I beg leave to acknowledge the receipt of their Lordships' order of the 13th inst., directing me not to bear any servants to the officers on the books of the sloop under my command, but to enter able seamen in their room.

Seamen as
servants.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, 27 January, 1772.

27 Jan.

The complement of men to his Majesty's sloop Resolution being compleat, and more are coming daily to enter, some of whom may be better than those already born, and as it will be necessary to have choise pick'd men, which I am of opinion may easy be got was I empower'd to discharge such men as upon trial are found any ways defective, and to enter others in their room. If this method is approved of, please to move my Lords Commissioners of the Admiralty to give orders accordingly; but if their Lordships are pleased to detain in the service all the men I may or can enter, an order to bear them on the supernumerary list for wages and victuals untill they are turn'd over to some other of his Majesty's ships will answer every purpose.

Picked men.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO THE ASTRONOMER ROYAL.*

(Royal Society Papers.)

AN account of the flowing of the tides in the South Sea, as observed on board his Majesty's bark Endeavour, by Lieutenant J. Cook, commander, in a letter to Nevil Maskelyne, Astronomer Royal and F.R.S.

Reverend Sir, Mile End, 5 February, 1772.

5 Feb.

I have sent you the few observations I made on the tides in the South Sea, to which I had only to add that from many circumstances and observations I am fully convinced that the flood comes from the southward, or rather from the S.E.

The tides in
the South
Sea.

I am, &c.,

J. COOK.

* See also a letter on the same subject, to Sir John Pringle, post, p. 392.

1772

[Enclosure.]

5 Feb.

Observations off the Australian coast :—

		Lat.		Long.		High-water.		Rise & Fall.	
						h.	m.	ft.	in.
Botany Bay	...	34° 0'	...	208° 37'	...	8	0	...	4 6
Bustard Bay	...	24° 30'	...	208° 20'	...	8	0	...	8 0
Thirsty Sound	...	25° 5'	...	210° 24'	...	11	0	...	16 0
Endeavour River	...	15° 28'	...	214° 48'	...	9	30	...	9 0
Endeavour Straits	...	10° 37'	...	218° 45'	...	1	30	...	11 0

CAPTAIN COOK TO SECRETARY STEPHENS.

15 Feb.

Sir,

15 February, 1772.

Edward
Terrel.

Edward Terrel,* seaman, who sail'd with me in the Endeavour, bark, and now belongs to his Majesty's ship Barfleur, hath apply'd by letter to sail with me again, and his friends have likewise made application in his behalf, and as he is a young man on whose conduct I can rely, I pray you will be pleased to move my Lords Commissioners of the Admiralty to order him to be discharged from the ship he now belongs into his Majesty's sloop Resolution.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

25 Feb.

Sir,

25 February, 1772.

Musquet-
toons.

Long musquettoons, swive'd, will be of infinite use on many occasions to his Majesty's sloops the Resolution and Adventure in the course of their present intended voyage. I beg you will be pleased to move my Lords Comissr's of the Admiralty to order the former to be supply'd with twelve and the latter with eight, and the Resolution to be supply'd the armourer's tools mentioned in the inclosed list, in addition to those already order'd.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

27 Feb.

Sir,

27 February, 1772.

Shipwrights
and
caulkers.

Men that are masters of the two professions of shipwright and caulker will be very much wanting to his Majesty's sloops the Resolution and Adventure, and as I find these men are not to be got without more than common incouragement, I beg you will be pleased to move my Lords Commissioners of the Admiralty to order two additional carpenters' mates to the Resolution and one to the Adventure. The pay of this station will induce these men to enter.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

16 March.

Sir,

16 March, 1772.

Rob of
oranges and
lemons.

When the Endeavour was fited out to go on her late voyage she was supply'd from the Sick and Hurt Office with a quantity of rob of oranges and lemons, which we found of great

* Terrel served on the Endeavour as carpenter's servant.

use in preventing the scurvy for [from] laying hold of her crew. 1772
 I therefore pray you will be pleased to move my Lords Com- 16 March.
 missioners of the Admiralty to order his Majesty's sloops the
 Resolution and Adventure to be supply'd with a quantity in
 proportion to what the Endeavour had. I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, 3 April, 1772. 3 April.

In answer to your letter of the 31st of last month, I pray
 you will be pleased to acquaint my Lords Commissioners of the
 Admiralty that I am willing to receive Mr. James Maxwell as Midship-
 man on board his Majesty's sloop Resolution. man
 Maxwell.

I am, &c.,

JAM'S COOK.

CAPTAIN FURNEAUX* TO SECRETARY STEPHENS.

Sir, Adventure, Galleons, 3 April, 1772.

Please to acquaint their Lordships that having compleated Resolution
 his Majesty's sloop under my command at this port this day fell at Galleons
 down to Galleons to take in her guns and gunners' stores, agreeable Reach.
 to their order of the 30th November last. I am, &c.,

TOB'S FURNEAUX.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, 13 April, 1772. 13 April.

The Commissioners of the Victualing were pleased to inform
 me some time ago that his Majesty's sloops Resolution and Adven-
 ture were to call at Spithead to compleat their proportion of
 spirits and wine. I beg leave to acquaint you that they are Wines and
 already so full of provisions, stores, &c., that it will be next to spirits.
 impossible for them to take in any more spirit, and that they have
 sufficient of this article to last untill opportunity offers to take in
 more, when they will have room to stow it away; and as they can
 be supply'd with port wine at Plymouth, I am humbly of opinion
 that the touching at Spithead will be attended with loss of time,
 and that it will be more adviseable, and attended with less delay,
 for them to call at Plymouth to take in their wine, party of
 marines, and to be paid two months' pay advance. Advance
 pay.

I am, &c.,

JAM'S COOK.

* Furneaux, Tobias (1735-1781). Employed during the Seven Years' War (1757-1763) on the French and African coasts and the West Indian stations, principally in the *Melanpe*, *Edinburgh*, and *Ferret*. He accompanied Captain Wallis as second lieutenant of the *Dolphin* during her voyage round the world in 1766-68; and was appointed a commander in 1771. When Cook was preparing for his second voyage, Furneaux was selected to command the *Adventure*, the companion ship to Cook's vessel the *Resolution*. See Cook's *Voyage towards the South Pole in the years 1772-5*, particularly vol. i, chap. vii, and vol. ii, chap. viii. Furneaux commanded H.M.S. *Syren* under Sir P. Parker in the attack on New Orleans, 28 June, 1777. Furneaux Islands discovered by him, were named in his honour by Captain Cook. According to the *Dictionary of National Biography*, portraits of him, by Northcote, are still preserved in the family.

1772

CAPTAIN COOK TO SECRETARY STEPHENS.

16 April.

Sir,

Admiralty Office, 16 April, 1772.

Articles of
barter.

Agreeable to their Lordships' order, I have purchased all the articles intended to be sent out in the Resolution and Adventure (and which are now on board), amounting to three hundred and nine pounds one shilling and fourpence, as will appear by the inclosed papers, which I pray you will be pleased to lay before their Lordships, and move them to order me to be repaid.

I am, &c.,

JAM'S COOK.

[Enclosure.]

ACCOMPT of sundrys purchased by order of the Right Hon'ble the Lords Commissioners of the Admiralty, and put on board the Resolution and Adventure :—

To Shott of Dan'l Gow, as per bill ...	£10	5	0
Caps and hatts of Men. Dekar, as pr. bill ...	6	0	0
Ribbons of Jef. Vaux, as per bill ...	4	17	9
Sundrys of Jno. Baker, as per bill ...	155	19	6
Beads of Jno. Howard, as per bill ...	26	5	0
Kettles and wire of Geo. Pougru, as per bill ...	22	15	7
Sundrys of Wm. Wilson ...	31	10	0
Sundrys of Eliz. Bath, as per bill ...	43	6	0
Steel of Jno. Bendoe, as per bill...	3	6	0
Grindstones, &c. of Coulson & Co., as per bill...	3	5	0
Waterman for puting the above on board ...	1	11	6
	£309	1	4

CAPTAIN COOK TO SECRETARY STEPHENS.

22 April.

Sir,

22 April, 1772.

Resolution
at Long
Reach.

Please to acquaint my Lords Commissioners of the Admiralty with the arrival of his Majesty's sloop Resolution, under my command, at Long Reach, in order to take in her guns and other ordnance stores, which could not be done in Gallions Reach, there not being there a sufficient depth of water for the sloop to lay with safety.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

27 April.

Sir,

27 April, 1772.

The marines

The party of marines which, I understand, are ordered immediately on board his Majesty's sloop Resolution,* under my command, will increase the number of her crew above the established complement, which is already nearly compleate; to discharge seamen in the river may be the means, not only of the sloop leaving England short of complement, but not being man'd with such able seamen as might be wished; I therefore pray you will be pleased

* The party of marines on board the Resolution consisted of one lieutenant (John Edgumbe, who had accompanied Cook in the Endeavour as Sergeant of Marines—ante, p. 343), one sergeant, two corporals, one drummer, and fifteen privates. On the Adventure were eight privates, one drummer, one corporal, and one sergeant, under Lieutenant James Scott.

to move my Lords Commissioners of the Admiralty to order the 1772
 overplus men to be born on the supernumerary list untill there is 27 April.
 an opportunity to discharge them into some of his Majesty's ships ^{Surplus}
 at one of the outports, after first compleating the two sloops' crew.
 complements therefrom.

I am, &c.,
 JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, 30 April, 1772. 30 April.

Before I sail'd from England, in the year 1768, on my late
 voyage, my Lords Commissioners of the Admiralty were pleased
 to allow me a set of mathematical instruments, in order to make ^{Mathemati-}
 surveys, observations, &c. ; the same instruments being much in ^{cal instru-}
 use in the course of that voyage received considerable damage, ^{ments.}
 which I have caused to be repaired and put on board the Resolu-
 tion ; I have likewise provided myself with a proper quantity of
 stationary, which, with the instruments, amounts to thirty-nine
 pounds seven shillings and fourpence, as will appear by the inclosed
 vouchers, which, I pray, you will be pleased to lay before their
 Lordships, and move them to order me to be repaid.

I am, &c.
 JAM'S COOK.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

Sir, Adventure, Longreach, 1 May, 1772. 1 May.

I have received your letter of the 24th ult'o, with their
 Lordships' order of the 23'd, concerning the distillation of sea- ^{Distillation}
 water, with a copy of Doctor Priestly's* proposals for the improve- ^{of sea-water.}
 ment of the same ; a copy of a letter from the College of Physicians ;
 and an order directing me to cause the master and lieutenants of
 his Majesty's sloop under my command to provide themselves
 with the Nautical Almanac, which orders and directions I shall ^{Nautical}
 punctually comply with. ^{almanac.}

I am, &c.,
 TOB'S FURNEAUX.

CAPTAIN COOK TO SECRETARY STEPHENS.

Resolution, Long Reach, 6 April [should be May], '72.

Sir,
 I beg leave to acknowledge the receipt of their Lordships'
 order of the 4th inst., directing me to order the lieutenant (in my ^{Lieutenant}
 absence) to proceed with his Majesty's sloop Resolution, under my ^{Cooper.}
 command, to the Downs, which I have accordingly done.

I am, &c.,
 JAM'S COOK.

* Dr. Joseph Priestly, the celebrated physicist, a most voluminous writer. See his
Memoirs by his son, Lond., 1806 ; and *Gentleman's Magazine*, lxxiv.

1772

LIEUTENANT CLERKE TO MR. BANKS* (Banks Papers).

13 May

Sir,

Resolution, in Sea Reach, 13 May, 1772.

A crank vessel.

A serious risk.

A typical tar.

The interest you must necessarily have in matters I now trouble you with flatter myself will render any kind of apology unnecessary, so will proceed without further preface. We weigh'd anchor at Gravesend this morning, about 10 o'clock, with a fine breeze from the eastward; the wind from that quarter laid us under the necessity of working down the reaches, which work, I'm sorry to tell you, we found the Resolution very unequal to; for whilst several light colliers were working down with their whole topsails, staysails, &c.—one small brig, in particular, with her topgallant sails—these light vessels, so upright that a marble would hardly rowl from windward to leeward, the Resolution, I give you my honour, under her rieht topsails, jibb, and maintopmast staysail, heel'd within three streaks of her gunports. She is so very bad that the pilot declares he will not run the risk of his character so far as to take charge of her farther than the Nore without a fair wind; that he cannot, with safety to himself, attempt working her to the Downs. Hope you know me too well to impute my giving this intelligence to any ridiculous apprehensions for myself. By God, I'll go to sea in a grog-tub, if required, or in the Resolution, as soon as you please; but must say I think her by far the most unsafe ship I ever saw or heard of. However, if you think proper to embark to the South Pole in a ship which a pilot (who I think by no means a timorous man) will not undertake to carry down the river, all I can say is that you shall be most chearfully attended, so long as we can keep her above water.

Yours, &c.,

CHAS. CLERKE.

CAPTAIN COOK TO SECRETARY STEPHENS.

19 May.

Sir,

19 May, 1772.

The Resolution

to be cut down.

In consequence of Lieut. Cooper† representing to me that the Resolution, sloop, under my command, was found upon tryal to be so crank that she would not bear proper sail to be set upon her, I gave it as my opinion that it was owing to the additional works that have been built upon her in order to make large accomodation for the several gentlemen passengers intended to embark in her, and proposed that she might be cut down to her original state, which proposal I laid before you in my letter of the 14th inst.,‡ and likewise attended the Navy Board, who were pleased to inform me of the alteration which they proposed to make, which alteration, I am of opinion, will render her as fit to perform

* The original of this letter, and also those of the letters from Clerke to Banks given on pp. 355, 358, 403, 404, 405, and 425, post, were amongst the collection of papers purchased by the Government of New South Wales from Lord Brabourne.

† Lieutenant Robert Palliser Cooper was the first lieutenant of the Resolution.

‡ This very important letter is, unfortunately, missing.

the voyage as any ship whatever. I understand that it has been suggested that I never thought her or these kind of vessels proper for the service she is going upon. I beg you will acquaint their Lordships that I do now and ever did think her the most proper ship for this service I ever saw, and that from the knowledge and experience I have had of these sort of vessels I shall always be of opinion that only such are proper to be sent on discoveries to very distant parts.

1772
19 May.
A suitable vessel.

I am, &c.,
JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Resolution, Sheerness, 21 May, 1772. 21 May.

Please to acquaint their Lordships with my repairing to his Majesty's sloop Resolution, under my command, yesterday, that the intended alterations go on with great alertness, and that I shall not only forward them but take every other step to put the ship in a condition to put to sea with all possible expedition. I beg leave also to acquaint you that since the ship came alongside the jetty a stranger came into the yard who knew her in the merchant service; he, with great confidence and some warmth, asserted that at that time she not only was a stiff ship, but had as many other good qualities as any ship ever built in Whitby. This tends to refute some false suggestions that have been thrown out against her. I can only assure you that there does not remain the least doubt but what she will gain every wished for purpose.

Her reputation.

I am, &c.,
JAM'S COOK.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

Sir, Adventure, sloop, at Plymouth, 22 May, 1772. 22 May.

I have received your letter of the 16th past, and in conformity to their Lordships' directions inclose herein the observations on the qualities of his Majesty's sloop under my command on her passage from the river.

The Adventure.

The weather being in general calm, we had few opportunities of making observations on her sailing, but 'tis the opinion of my officers and self that she is a vessel fit for the intended voyage, and will answer every purpose therein.

I am, &c.,
TOB'S FURNEAUX.

[Enclosure.]

OBSERVATIONS of the Qualities of his Majesty's sloop the Adventure.

Her best sailing draught of water when victualled and stored for foreign service, being given this 22nd day of May, 1772. } Afore, 15 feet.
Abaft, 14 feet 8 inches.

Her sailing qualities.

Her lowest gun-deck port will then be above the surface of the water.

1772

22 May.

Quere the 1st.— How she behaves close hauld, and how many knots she runs ?	{	In a top-gallant gale.	{	How she steers and how she wears and stays	{	No ship can steer and wear better.
		In a topsail gale.				
		Under her { Reeft top-sail. Courses.				
		And query.— Whether she will stay under her course.				
						Had no trial. Had no trial. Had no trial.

2nd.—In each circumstance above mentioned (in sailing with other ships), in what proportion she gathers to windward, and in what proportion she forereaches, and in general her proportion of leeway? { Have been in a tides way all the way from the river.

3rd.—How she behaves in sailing through all the variations of the wind, from its being a point or two abaft the beam to its veering forward upon the bow-line, in every strength of gale, especially in a stiff gale and a head sea ; and how many knots she runs in each circumstance, and how she carries her helm ? { What little trial we have had she seems to fall and rise very easy ; she carries a weather helm.

4th.—The most knots she runs before the wind, and how she rolls in the trough of the sea ? { Have had light breezes and with a strong tide, seven knots.

5th.—How she behaves in lying too or a-try, under a mainsail and also under a mizen ? { No trial.

6th.—What for a roader she is, and how she careens ? { A very good roader.

7th.—If upon tryal the best sailing draught of water given as above should not prove to be so, what is the best sailing abaft draught of water ? { Afore
Abaft, 6 inches. { From intelligence I had from the master of her in the merchant service.

8th.—What is her draught of water when victualled to twenty-two months and stored for foreign service ? { Afore, 16 ft.
Abaft, 14 feet 8 inches.

9th.—What height is her gunwale then above the surface of the water ? { Abaft, 7 feet 10 inches.

10th.—The trim of the ship ? { At present, four inches by the head.

TOB'S FURNEAUX

CAPTAIN COOK TO SECRETARY STEPHENS.

24 May.

Sir,

Resolution, at Sheerness, 24 May, 1772.

Since I have been down here I have been inform'd that a report prevails in town that the crew of his Majesty's sloop Resolution, under my command, are so terrified with her former

crackness that they are afraid to stay in her. I pray you will be pleased to acquaint their Lordships that I do not find this report has any foundation in truth, and that altho' the sloop has been alongside the jetty head since she put in here, where the people can go on shore at pleasure, not one man has left her.

I am, &c.,

JAM'S COOK.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

Sir, Adventure, sloop, at Plymouth, 25 May, 1772. 25 May.

I have received your letter of the 13th past, with the inclosures therein mentioned.

I beg you will be pleased to acquaint their Lordships that when the marines came on board I had one man more than the complement, and was obliged to put him upon the supernumerary list. And as I have no orders for bearing supernumeraries, begs their Lordships will be pleased to grant me one to bear that man till he is disposed of by the commander of his Majesty's ships at this port.

I am, &c.,

TOB'S FURNEAUX.

LIEUTENANT CLERKE TO MR. BANKS* (Banks Papers).

Sir, Resolution, at Sheerness, 31 May, 1772. 31 May.

I yesterday received your favour, and indeed am sorry I'm not to have the honour of attending you the other bout. Am

Banks remains behind.

* This letter is the first intimation the Records contain of Banks's intention to abandon the expedition. The true facts of the case will probably never be known. The earliest published reference to the matter was contained in the preface of a small octavo volume of 328 pp., published, from information supplied by Marra, gunner's mate (See letter from Cook to Stephens, post, p. 382), by Newbury, of St. Paul's Churchyard, in 1775, i.e., two years before the official 4to. publication. From the preface the following extract is taken:—"How it came to pass that the four above-named gentlemen (Banks, Solander, Lind, and Zoffani), recommended by his Majesty as associates, were excluded, can only be conjectured from what is known. It put, indeed, a check to the rising expectations of the literati when the news was circulated that at the very moment when these learned and ingenious gentlemen were ready to embark, nay, when they had even taken leave of his Majesty for that purpose, and after the ship, provisioned for their reception, had sailed from the dock in which she was fitted up, a protest arrived at the Admiralty office, signed by the pilot, lieutenant, and master, by which she was declared utterly unfit for the voyage, equally incapable of bearing a high sea and answering her helm, and that the pilot could not even engage for her reaching Plymouth without over-setting. The mysterious tendency of this protest was rendered still more obscure by the assurance which his Majesty had received but a few days before that the ship was compleatly equipped, and perfectly adapted to the voyage for which she had been purchased. His Majesty, after this declaration, on reading the protest before mentioned, could not help expressing his astonishment, when to avert his indignation he was told that Mr. Banks was too unreasonable in his requisitions; and that to accommodate that gentleman and his attendants it had been found necessary to raise the upper works of the ship to such a height as to render her useless for any other purpose. Mr. Banks, on being made acquainted with this unfavourable report made to his Majesty, ordered his stores to be brought on shore, as did Dr. Solander, Dr. Lind, Mr. Zoffani, and five draftsmen that had been engaged by Mr. Banks for the purpose of delineating the curiosities of every kind that might be discovered in the course of the voyage—a voyage patronised by Parliament as well as by Royal Bounty, the Commons having voted £4,000 to Dr. Lind for his assistance in it; and to make it still more memorable, medals were ordered to be struck for it in brass, and Mr. Banks was at the expense of a few in gold and silver." The able writer of the notice under the heading of Sir Joseph Banks in the *Nouvelle Biographie Universelle*, referring to the allegation that Banks did not go on the second voyage, because room could not be found by Captain Cook for his party, says:—"Was it jealousy or regret at having seen his glory outshone by men who had so effectively partaken of his labours? Was it the remembrance of some embarrassment which they had occasioned him during his first voyage?" Lord Brougham, in his *Lives of Men of Letters and Science* (vol. ii, p. 361), lays the whole blame at the door of Sir Hugh Palliser.

1772

31 May.

Cook's
scheme of
stowage.

exceedingly obliged to you, my good sir, for your kind concern of my account, but have stood too far on this tack to think of putting about with any kind of credit, so must have recourse to my old maxim—"If I can't do as well as I would, I'll do as well as I can," and fear not but I shall weather all. Thank you very heartily for the trouble you have taken in calling on Lord Rocheford*; your civilities to me have been such that go where I will, do me the justice to believe, sir, I shall ever carry a most grateful sense of them, and joyfully embrace any opportunity to convince you how ready I should be to express it. Captain Cook never explained his scheme of stowage to any of us; we were all very desirous of knowing, for it must have been upon a new plan intirely; know he kept whatever scheme he had quite a secret, for Cooper asked my opinion, and repeatedly declared he could form no idea how it was possible to bring it about.

Mr. Pelliser† was here yesterday; spent some time in looking about and examining her. They're going to stow this [the] major part of the cables in the hold to make room for the people even now. I asked Gilbert‡ if such was the present case, what the devil should we have done if we had all gone. "Oh, by God, that was impossible," was his answer. Won't say farewell now, for if you'll give me leave will tell you from Plymouth how we're likely to start, and how matters are dispos'd of. Wish you'd send a venture by me of one of your small cags of large nails, for by what I shall hear they are much better than any of my freight. Give me leave to trouble you with my best respects to Doctor Solander.

Yours, &c.,

CHAS. CLERKE.

CAPTAIN COOK TO MR. BANKS§ (Banks Papers).

2 June.

Sir,

Sheerness, 2 June, 1772.

Banks's
effects taken
ashore.

I received your letter|| by one of your people acquainting me that you had order'd everything belonging to you to be removed out of the ship, and desireing my assistance therein. I hope, sir, you will find this done to your satisfaction, and with that care the present hurry and confused state of the ship required. Some few articles which were for the mess I have kept, for which, together with the money I have remaining in my hands, I shall account with you for when I come to town. Taught by experience not to trust to the knowldge of servants the whole of every necessary article wanting in such a voyage, I had, independent of what I purchased for the mess, layd in a stock of most articles, which will be now quite sufficient for me, and is the reason why I have not kept more of yours.

* The Earl of Rochford, Secretary of State in the Ministry of the day—that of Lord North.

† Captain (afterwards Sir Hugh) Palliser. See Appendix B, post, p. 479.

‡ Joseph Gilbert, master of the Resolution.

§ The original, a holograph, is in the possession of the Government.

|| The letter referred to, has not been preserved.

FACSIMILE OF CAPTAIN COOK'S LETTER TO JOSEPH BANKS.

12th JUNE 1781.

knowledge of Legation, every necessary article
that wanting in such a voyage, I had, in dispen
sant of what I provided for the prof. lay in
a store of most articles which will be need
quite sufficient for me, and is the reason why
I have not kept more of goods —
The Cook & two French Horn men are at

Liberty to go when ever they please

Journal of the South

to the thing, are changed to me and for which
I might be accountable. I shall be much obliged to
you to send them to the Quakerly Office. When
they are emptied I will I assure that you will by
no means find yourself any unnecessarily in

The New England not in

The cook and two French horn men are at liberty to go whenever they please. Several of the casks your things are in belong to the King, are charged to me, and for which I must be accountable. I shall be much obliged to you to send them to the Victualing Office when they are emptied, but desire that you will by no means put yourself to any inconvenience on this head, as I shall not be call'd upon to account for them untill my return.

If it should not be convenient to send down for what may be still remaining in the ship, of yours, they shall be sent you by, sir,

Yours, &c.,
JAM'S COOK.

I pray my best respects to the Dr., and since I am not to have your company in the Resolution, I most sincerely wish you success in all your exploring undertakings. *Entente cordiale.*

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Sheerness, 3 May [should be June], 1772. 3 June.

Several applications hath been made to me by John Dodsworth, of his Majesty's ship Barfleur, to go out in the Resolution, sloop, under my command, previous to my receiving the inclosed. As he is known to some of my officers to be a good man, and the great desire he seems to have to go the voyage, induceth me to pray that you will move my Lords Commissioners of the Admiralty to grant his request. *John Dodsworth.*

I am, &c.,
JAM'S COOK.

[Enclosure.]

JOHN DODSWORTH TO CAPTAIN COOK.

His Majesty's ship Barfleur, Spithead,

Honoured S'r, 30 May, 1772.

I have made bold to trouble your honour once more, hoping your honour will be so good as to make interest for to get me along with you. I wrote to Edward Turrell [Terrel] before, but not having an answer, I had given all expectation over till hearing from him this present instant, and he desires me to apply to your honour again, which news gives me a great satisfaction, and hopes to gain my point, so far as to have the pleasure to sail with your honour; but not hearing for so long time had given all hopes over, and I endeavour'd very hard to gett out in the Prudent to the East Indies, but could not have that liberty, and had been since made a quartermaster; but if they was to make me ten times better it would not be so agreeable to me as to proceed with your honour, which if your honour will be so good as for to gett that grant from the Board, for without that I am very certain that I shall not have the liberty to leave this ship on any consideration. So, s'r, *Anxious to go with Cook.*

1772
8 June.

your honour's complience in this will always oblige me to think myself in duty bound to pray for your honour's health and wellfair, and all belonging thei^rto. But pray, s'r, if this is not granted, be so good as not mention it farther, or other ways possible I may gain displeasure.

So, s'r, subscribe myself, s'r, your most humble servant to command.

JOHN DODSWORTH.

CAPTAIN COOK TO SECRETARY STEPHENS.

7 June.

Sir,

Sheerness, 7 June, 1772.

A week's
leave.

All the alterations that have been made in his Majesty's sloop Resolution, under my command, are now in a fair way of being finished in a few days, painting excepted. I pray you will be pleased to move my Lords Commissioners of the Admiralty to grant me a week's leave of absence from the sloop, in order to come to town to settle some private affairs of my own before I take my final departure.

I am, &c.,

JAM'S COOK.

LIEUTENANT CLERKE TO MR. BANKS (Banks Papers).

Resolution, at Sheerness,

Sir,

June ye 7th, 1772.

The "cagg
of nails."

I received yours by your servant, and am very much obliged for the cagg of nails. Think I am now set out completely freighted for the South Sea marts; hope to make a good trading voyage of it, go matters how they will, and show away in a curious cabinet of miti [*sic*] curiosities at my return. Flatter myself with the hopes of making an addition to the Burlington-street collection; will certainly make some increase, and, I hope, a good one, for shall be happy my actions shall bespeak my sense of your civilities and friendship. Must again express my unhappiness that I cannot have the pleasure of attending you, but can't help it; two or three years will blow all over, and replace me again in old London and its purlieus, captain of at least my own carcass, to dispose of it as I please, when, I assure you, you shall never want a sailor's attendance to run anywhere on this side of h—, so long as remains above water,

Time—a
balm.

Yours, &c.,

CHAS. CLERKE.

Believe our stay here will be 12 or 14 days longer. The gentlemen of the gun-room entreat your acceptance of their respects and compliments.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

1772

Sir, Adventure, sloop, Plymouth, 10 June, 1772.

10 June.

Mr. Banks having acquainted the draughtsman and secretary employed by him on board his Majesty's sloop under my command that he does not intend to go the voyage, have therefore desired them, in his letter, to come immediately to town. I beg you will be pleased to acquaint their Lordships that I have received no order for victualling these and the other two supernumeraries (the astronomer and his servant); should be obliged if they will be pleased to grant me one; and, likewise, whether I am to discharge the above-mentioned persons, employed by Mr. Banks.

Banks's
suite on the
Adventure.

I am, &c.,

TOB'S FURNEAUX.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

19 June.

Sir, Adventure, sloop, Plymouth, 19 June, 1772.

I have received your letter of the 15th past, signifying their Lordships' directions for me to send them the names and time of embarkation of the gentlemen employed by Mr. Banks on board his Majesty's sloop under my command, and, in answer thereto, have to acquaint their Lordships that they embarked the first day of May. John Cleveley, draughtsman; Sigismund Bacstrum, secretary; William Bailey, astronomer; and Robert Macky, his servant.

Their
names.

I am, &c.,

TOB'S FURNEAUX.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, 19 June, 1772.

Inclosed is the list of Mr. Banks's people that have been victualed on board his Majesty's sloop Resolution, under my command, from the 8th of Ap'l last untill the 5th June. I pray you will be pleased to move my Lords Commissioners of the Admiralty to give the necessary order for that purpose.

Those on the
Resolution.

I am, &c.,

JAM'S COOK.

[Enclosure.]

A LIST of men belonging to Mr. Banks that were victualed on board the Resolution from the 8th of Ap'l, 1772, to the 5th June following:—

Jos'ph Miller.	James Roberts.
Benj'n Miller.	Peter Sidsaff.
Jno. Wilson.	Jno. Asquith.
Peter Briscoe.	John Alexander.

Nicholas Young.*

* Nicholas Young belonged to Banks's suite on board the Endeavour. The part of the New Zealand coast first sighted was called Young Nick's Head by Captain Cook, because it was first seen by Young. He was also the first one to sight the Lizard on the return of the expedition.—*Hawkesworth*, vol. ii, p. 297; vol. iii, p. 799.

1772

CAPTAIN COOK TO SECRETARY STEPHENS.

20 June.

Sir,

20 June, 1772.

The order to
victual
them.

Having, agreeable to your directions, apply'd for an order to victual Mr. Banks's people on board the Resolution, I beg you will be pleased to send a duplicate or copy of said order to Mr. Moon, Clerck of the Checque at Woolwich, which will very much oblige

Yours, &c.,

JAM'S COOK.

P.S.—I set out for Sheerness to-morrow morn.

CAPTAIN COOK TO SECRETARY STEPHENS.

3 July.

Sir,

Resolution, Plymouth Sound, 3 July, 1772.

The Resolu-
tion at
Plymouth.

Please to acquaint my Lords Commissioners of the Admiralty with the arrival of his Majesty's sloop Resolution, under my command, at this place, and that the fault she formerly had in being crank is now intirely removed. A doubt of a contrary nature does not, I am persuaded, remain in the breast of any one person on board. In turning into the Downs with a fresh of wind at S.W., in company with several vessels, not one of which but what was obliged to take in their topgallant sails, and one ship reef'd her foretopsail, yet at this time we carried topgallant-sails with ease. In coming down channell we had an opportunity to find that she will hold her side up to as much sail as can be set without endangering the masts. With respect to her other qualities, we have not had sufficient tryal to report with certainty; but upon the whole I believe she will be found to steer and work well, and to sail as fast as most deep-laden ships of her contruction.*

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

By Capt. James Cook, &c.

Mr. Bayley

to go in the
Adventure.

WHEREAS the Commissioners appointed by Act of Parliament for the discovery of longitude at sea, &c., have agreed with Mr. William Bayley to proceed the present intended voyage, in the sloop you command, in order to make nautical and astronomical observations, and to perform other services tending to the improvement of astronomy and navigation (as you will see by the inclosed copy of his instructions), you are to cause the said Mr. Bayley, together with his servant, instruments, and baggage, to be received on board the sloop you command, accordingly taking care to give him all convenient accomodation, and such assistance and support as he may stand in need of from time to time to carry his said instructions into execution, and to be particularly carefull when-

* On arrival at Madeira, Cook reported the Resolution to "have as many good qualities as can be found in one ship." Post, p. 366.

ever there be convenient opportunitys, and he shall be desirous of landing in order to make observations on shore, that he be furnished with proper boats and with a sufficient number of men, as well as to assist in fixing his instruments as to protect him from danger during his stay, landing at the same time a sufficient quantity of provisions and necessarys for his use; and whereas the said Commissioners have thought fit (as well to prevent mismanagement or ill-treatment of the watch machines,* which are going out under the care of the said Mr. Bayley, as to obviate any suspicions of such mismanagement or ill-treatment hereafter) to cause three locks of different wards to be affixed to each of the boxes which contains the said watch machines, and have desired that the key of one of the locks of each box be kept by the commander of the sloop wherein the same may be, that the key of another of the said locks may be kept by the first lieutenant of each sloop, or the officer next in command to him, and that the key of the other of the said locks may be kept by the observer; that the said commander, first lieutenant or other officer, and observer may be present each day when the said watch machines are wound up and compared, and see the respective times therein at such comparisons properly inserted and attested under their hands in the general observation book, as directed by the above-mentioned instructions: You are hereby further required and directed to receive into your charge and custody such of the said keys as will be sent to you by the secretary to the aforesaid Commissioners, and to deliver to your first lieutenant, or officer next in command to him, such others as will be sent to you for him, and to be present yourself, and to see that he be present, every day at the winding up and comparing the two watch machines, which are under the care of Mr. Bayley, and to take care that the respective times shewn at such comparisons be inserted and attested accordingly; but if it shall happen that you yourself, first lieutenant or other officer, or Mr. Bayley, cannot at any time, through indisposition or absence upon other necessary duties, conveniently attend at such winding up and comparison, you are in such case to take care that the keys of the person who cannot attend be delivered to such other officer of the sloop as you can best trust therewith, in order that such officer may supply the place of such invalid or absentee.

1773
8 July.
The chronometers.

You are to cause the above-mentioned Mr. Bayley, with his servant, to be victualled during their continuance on board in the same manner as the sloop's companies are victualled.

Given under my hand, on board his Majesty's said sloop, in Plymouth Sound, the 3rd July, 1772. J. Cook.

* In the General Introduction to his *Voyage towards the South Pole*, p. xxxv, Cook makes special reference to these "watch machines" (chronometers). There were four in all, "three made by Mr. Arnold, and one made by Mr. Kendall on Mr. Harrison's principles"—evidently two for each ship.

1772

CAPTAIN COOK TO CAPTAIN FURNEAUX.

3 July.

By Captain James Cook, command'r of his Majesty's sloop
Resolution.

Furneaux's
instructions.

WHEREAS my Lords Commissioners of the Admiralty have signified to me by their instructions, dated the 25th of last month, that they have directed you to follow my orders for your further proceedings: These are, therefore, to require and direct you to put yourself under my command accordingly, and to follow all such orders as you shall from time to time receive from me for his Majesty's service.

Given under my hand, on board his Majesty's sloop Resolution, in Plymouth Sound, this 3rd of July, 1772.

J. COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

4 July.

Sir, Resolution, Plymouth Sound, 4 July, 1772.

I beg leave to acknowledge the receipt of your letter of the 25th of last month, together with the orders and instructions inclosed therewith, as also your other letter of the same date with the private signals established between the King's ships and those of the East Indian Company.

A code of
signals.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

5 July.

Sir, Resolution, Plymouth Sound, 5 July, 1772.

I am to acknowledge the receipt of your letter of the 30th of last month, signifying their Lordships' direction to me to receive Mr. William Hodges* on board the sloop I command.

The artist.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO LIEUTENANT COOPER.

11 July.

By Captain James Cook, commander of his Majesty's sloop
Resolution.

Mr. Wales.

WHEREAS the Commissioners appointed by Act of Parliament for the discovery of longitude at sea, &c., have agreed with Mr. William Wales to proceed the present intended voyage in his Majesty's said sloop Resolution, in order to make nautical and

* Mr. William Hodges, a landscape painter, engaged by the Admiralty "to make drawings and paintings of such places in the countries we should touch at as might be proper to give a more perfect idea thereof than could be formed from written description only."—(Cook's *Voyage towards the South Pole*, vol. i, p. 34.) When but in his teens, Hodges became the pupil and assistant of Richard Wilson, R.A. During the years 1766–1772 he exhibited several pictures at the Society of Artists. When Cook was preparing for his second voyage, Hodges, through the interest of Lord Palmerston, obtained the post of draughtsman. The years 1778–84 he spent in India under the patronage of Warren Hastings, being elected an Associate of the Royal Academy on his return, and an Academician in 1789. In 1793 he published an account of his travels in India. A portrait of him, by G. Dance, is preserved in the Royal Academy, and one, by Westall, will be found in the *Literary Magazine*, 1793. A number of his pictures are still preserved in the Admiralty, and the British and South Kensington Museums.—*Dictionary of National Biography*, vol. xxvii, p. 61.

astronomical observations, &c., and have thought fit (as well to prevent any improper management or ill-treatment of the watch machines which are going out under the care of the said Mr. Wales, as to obviate any suspicion of such mismanagement or ill-treatment hereafter), to cause three locks of different wards to be affixed to each of the boxes which contains the said watch machines, and have desired that the key of one of the locks of each box may be kept by the commander of the sloop, the key of another of the said locks may be kept by the first lieutenant or officer next in command to him, and that the key of the other of the said locks may be kept by the observer, Mr. Wales; that the said commander, first lieutenant or other officer, and observer may be present each day when the said watch machines are wound up and compared, and see the respective times shewn at such comparisons properly inserted and attested under their hands in the general observation book; and whereas my Lords Commissioners of the Admiralty have directed me to cause the same to be carried into execution: You are hereby required and directed to receive into your charge and custody such of the said keys as will be delivered to you hereafter, and to be present yourself every day at the winding up and comparing of the two watch machines, and to take care that the respective times shewn at such comparisons be inserted and attested accordingly; but if it shall happen that you yourself cannot at any time, through indisposition or absence upon other necessary duties, conveniently attend at such winding up and comparison, you are in such case to take care to deliver the keys to such officer next in command as shall happen to be on board the sloop at that time, who is hereby required and directed to supply your place.

1772
11 July.

Winding the
chronometers.

Given under my hand, on board the said sloop, in Plymouth Sound, the 11th day of July, 1772. J. Cook.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

15 July, 1772.

15 July.

By Captain James Cook, commander of his Majesty's sloop Resolution.

WHEREAS the King hath obtained from his Serene Highness the Prince of Orange two recommendatory letters (signed by himself) to the Governor and other Ministers of the Dutch East India Company, at the Cape of Good Hope and elsewhere, enjoining them to afford us every assistance and succour we may stand in need of, in case of entring into any of the said Company's ports during our present intended voyage. I send you herewith one of the said recommendatory letters, with an attested translation into French, one into English, and a copy of his Excellency Sir Joseph York's letter to the Earl of Suffolk, relative thereto, in order that you may produce the said recommendatory letter* in case you are

The Dutch
East India
Company.

* This letter is not available. It was not necessary for Furneaux to use it.

1772
15 July. separated from me (but not otherwise) on your arrival at the Cape or any other of the Company's settlements, if you shall see occasion.
Given under my hand, on board his Majesty's sloop Resolution, at sea, this 15th of July, 1772. J. COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

Sir,

Resolution, at sea, 15 July, 1772.

Secret
instructions.

My Lords Commissioners of the Admiralty, judging it proper that the instructions I have received from them relating to our present intended voyage, a copy of which you will herewith receive sealed up, should be kept secret, sent me an order directed to the flag officers, captains, and commanders of his Majesty's ships and vessels not to demand a sight of those instructions. The enclosed is a copy of the said order, which you are to exhibit upon all proper occasions in case you are separated from me.*

I am, &c.,
J. COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.†

The first
rendezvous.

FIRST rendezvous:—To proceed to the island of Maderia, and there wait ten days, in which time to take in as much wine for the sloop's company as she can conveniently stow. If I do not arrive at the expiration of ten days, you are then to open the enclosed sealed rendezvous, and proceed as therein directed.

Given under my hand, on board his Majesty's sloop Resolution.
J. COOK.

The second.

SECOND rendezvous:—To go into or cruize off Porta Praya, in the Island of St. Jago, one of the Cape de Verd Islands, and there wait fourteen days, at the expiration of which time to open the enclosed rendezvous, and proceed as therein directed.

Given under my hand, on board his Majesty's sloop Resolution.
J. COOK.

The third.

THIRD rendezvous:—To proceed to the Cape of Good Hope, where you are to refresh the sloop's company, and take on board such provisions, &c., as you may stand in need of and may be able to procure. If I do not arrive at or before the expiration of six weeks, reckoning from the time of your first arrival, you are then to open the enclosed secrete instructions, and proceed as therein directed.

Given under my hand, on board his Majesty's sloop Resolution.
J. COOK.

* Neither of the enclosures to this letter is available.

† No date, but evidently shortly after the vessels put to sea.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

1772

By Captain James Cook, commander of his Majesty's sloop
Resolution.

15 July.

AFTER having waited at the Cape of Good Hope the time limited by the rendezvous, viz., six weeks, you are hereby required and directed to put to sea with the sloop you command, and carry into execution, as far as in you lay, the enclosed instructions, which are an exact copy of those I have from their Lordships. Furneaux's orders.

On all such land as you may discover in your rout to the southward, and can land thereon, you are to erect on the most conspicuous parts of the coast posts or marks, at the feet of which leave letters in bottles, given an account of your proceedings, time you departed from thence, the rout you intend to take, and such other informations as you think necessary; and also, during your stay in any port or place, to hoist a St. George's ensign in the day, and make fires in the night and fire guns, or take such other method as your situation will admit, to point out to me the place were you are in case I should happen to be upon the coast at that time; but if you should fail of discovering land in your rout to the southward or westward, or the land you discover should be in so high a latitude that you cannot winter upon it—in either of these cases you are, as soon as the season of the year may render it unsafe for you to continue in high latitudes, to make the best of your way to Queen Charlotte's Sound, in New Zealand, where you are to remain untill the next season approaches for returning to the southward, taking care before you depart to leave directions in the manner above mentioned near the watering-place in Ship Cove; and if you should put into any port on the southern parts of New Zealand, either before you arrive at the above-mentioned Sound or after you depart from it, you will also make use of the fore-mentioned methods to point out the place were you are. It is recommended to you that while you are upon the southern parts of New Zealand to endeavour to procure specimens of the different stones you may find in the country, as an opinion has lately been started that some of them contain minerals or metal. In case of separation,
to rendezvous in New Zealand.
Minerals. If, after all, your endeavours to join me before you leave New Zealand should prove ineffectual, you will, nevertheless, continue to put in practise the same methods towards filiciating [sic] a meeting as you had done before, all of which I myself will put in execution in case I shall happen to be before you.

Given under my hand, on board his Majesty's sloop Resolution, at sea, this 15th of July, 1772. J. Cook.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Resolution, at Madeira, 1 August, 1772.

1 Aug.

Please to acquaint my Lords Commissrs of the Admiralty with the arrival of his Majesty's sloops Resolution and Adventure The ships at Madeira.

1772
1 Aug. at this place late in the evening of the 28th of last month, and that having taken on board as much wine as they can conveniently stow, I intend to put to sea again this evening. Least it is thought that the tryal made of the Resolution between Sheerness and Plymouth was not sufficient to form a just judgement of her qualities, and the clamour raised against her not yet subsided, I beg leave once more to assert that so far from finding her crank, I find her remarkable stiff, and to have as many other good qualities as can be found in one ship, and Captain Furneaux is equally as well satisfied with the Adventure. In point of sailing they are well match'd; the little difference is in favour of the Resolution.

I am, &c.,
JAM'S COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

Adventure, sloop, at Madeira, 1 August, 1772.

The Resolution. By Capt. Jas. Cook, commander of his Majesty's sloop Resolution. You are hereby required and directed to demand from the contractors for victualling his Majesty's Navy at this place, and to receive on board the sloop you command, as much wine as she can conveniently stow, for which this shall be your order.

Wine.

Given under my hand, on board his Majesty's said sloop Resolution, in Funchal Road, this 29th of July, 1772.

J. COOK.

CAPTAIN COOK TO DANIEL CLARK.

By Captain James Cook, commander of his Majesty's sloop Resolution.

A master-at-arms for the Resolution. WHEREAS no master-at-arms has yet been appointed to his Majesty's sloop Resolution, under my command, and I being satisfied with your abilities to act in that station, do hereby require and direct you forthwith to take upon you the duty of master-at-arms in her accordingly, and to hold the same employment until further orders, together with such allowance of wages as is usual for a master-at-arms, and for so doing this shall be your order.

Given under my hand, on board his Majesty's said sloop, in Funchal Road, Madeira, this 1st of August, 1772.

J. COOK.

CAPTAIN FURNEAUX TO CAPTAIN COOK.

Sir,

One required for the Adventure.

There being no master-at-arms warranted for his Majesty's sloop under my command, should be much obliged if you will be pleased to give William Carr (belonging to the said sloop) an order to act as such, being a person every way qualified to act in that station.

I am, &c.,
TOBS. FURNEAUX.

* There is no date to this letter; but it is sufficiently indicated by the one which follows.

CAPTAIN COOK TO W. CARR.

1772

By Captain James Cook, commander of his Majesty's sloop
Resolution.

1 Aug.

WHEREAS Capt. Furneaux, commander of his Majesty's sloop Adventure, has signified to me by letter of this date that there is no master-at-arms warranted for his Majesty's said sloop, and hath recommended you as a person every way qualified for that station, and desires that you may have an order to act as master-at-arms in the said sloop: These are therefore to require and direct you forthwith to take upon you the duty of master-at-arms in her accordingly, to hold the said employment untill further orders, together with such allowance of wages as is usual for a master-at-arms; for so doing this shall be your order.

William Carr
appointed.

Given under my hand, on board his Majesty's sloop Resolution,
in Funchal Road, Madeira, this 1st August, 1772.

J. COOK.

CAPTAIN FURNEAUX TO CAPTAIN COOK.

Sir, Adventure, sloop, at sea, 2 Aug., 1772.

2 Aug.

The man named in the margin (John Rayside), an English seaman belonging to a Portuguese vessel at Madeira, came unperceived on board his Majesty's sloop under my comm'd last evening, in a shore boat, and secreted himself till this morning. He acquaints me that he is desirous of entring in this sloop. As my complement of men is full, I beg to be informed how he is to be disposed of?

A stowaway

I am, &c.,

TOBIAS FURNEAUX.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

By Capt. James Cook, &c.

WHEREAS you have represented to me by letter of this date that John Rayside, an English seaman, late belong'g to a Portuguse vessel at Madeira, came unperceived on board the sloop you command last evening in a shore boat, and secreted himself till this morning, and you desire to know how he is to be disposed of, as your complement of men is full. As it is now impossible to put him on shore, and highly probable that one or the other of the two sloops may want a man in a short time, you are hereby required and directed to bear the said John Rayside on a supernumerary list for wages and victuals untill further orders, or untill there is a vacancy on the sloop's books, when you are to discharge him from the said list and bear him as one of your complement.

borne as a
super-
numerary.

Given under my hand, on board his Majesty's sloop Resolution,
at sea, this 2nd of Aug'st, 1772.

J. COOK.

1772

CAPTAIN COOK TO SECRETARY STEPHENS.

16 Nov.

Sir, Resolution, at Cape of Good Hope, 16 Nov., 1772.

Anti-scorbutica.

Experiments.

In obedience to their Lordships' directions signified to me by your letter of the 2nd of May last, I have caused several trials to be made of the inspissated juce of malt* by making of it into beer, by mixing from eight parts of water to one of juce to twelve of water to one of juce. The beer made by this last proportion had a strong taste of the juce, but became sour soon after it was made, owing, I think, to the very hot weather it was brew'd in, which caused to great fermentation. Indeed, all the experiments were made in hot weather, when the thermometer was at 79° or 80, and for that reason unfavourable to the juce. The beer made from it is of a very deep colour, and has rather a burnt taste, but no ways disagreeable, and was very well liked by the people in general. More hops, I apprehend, is necessary, for there remained not the least taste of them. Only one thing more is wanting to render it a valuable and useful article, that is, to hinder it from fermenting, for all the time we were in hot climates, that is, when the thermometer was at 65° and upwards, it was in a continual state of fermentation, in so much that the casks were not able to resist its efforts, and every method we took to stop it proved ineffectual. With some care and a good deal of trouble we have preserv'd about half of it, with which I shall make experiments from time to time.

Mr. Pelham, Secretary to the Commissioners of the Victualing [Office], put on board a few jarrs of juce, containing about five pints each, of his own preparing, which promises fair to answer all that is expected from it.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Resolution, Cape of Good Hope,

18 Nov.

Sir,

18 November, 1772.

Cook at the Cape.

Please to acquaint their Lordships that I left Madeira with his Majesty's sloops Resolution and Adventure the 1st of August, touched at St. Jago, took on board some refreshments, and departed again in two days, and on the 30th of last month arrived at this place without any material occurrences happening. I find the sloops to answer as well as ships can do, and the crews were and continue healthy. From this last circumstance I thought to have made my stay very short here; waiting for some

* In the General Introduction to his *Voyage towards the South Pole* (vol. i, p. 32), Cook says:—"For the inspissated juce of wort and beer we were indebted to Mr. Pelham, Secretary to the Commissioners of the Victualling Office. This gentleman, some years ago," [Cook wrote in 1776] "considered that if the juce of malt, either as beer or wort, was inspissated by evaporation, it was probable this inspissated juce would keep good at sea: and if so a supply of beer might be had at any time by mixing it with water. Mr. Pelham made several experiments, which succeeded so well that the Commissioners caused thirty-one half-barrels of this juce to be prepared, and sent out with our ships for trial—nineteen on board the Resolution, and the remainder on board the Adventure."

articles of provisions hath kept me longer than I intended; being at length compleat, as you will see by the inclosed state of the sloops, shall put to sea without loss of time. 1772
18 Nov.

Lientenant Shank, first of the Adventure, having requested leave to quit, in order to return home, and the surgeons having reported the same to be absolutely necessary for the establishment of his health, I granted it him accordingly, and appointed Mr. Kemp to be first lieutenant of the Adventure, and Mr. James Burney, one of my midshipmen, to be second in his room, which I hope will meet with their Lordships' approbation; copies of the letters and orders on this affair you will herewith receive. I must beg leave to assure their Lordships that Mr. Shank has quited the sloop with the greatest reluctancy, and nothing but his bad state of health would have obliged him to give up a voyage on which he had set his heart. On my arrival at this place, I learnt that about eight months ago two French ships (La Fortune and Gross Ventre), from the Mauritius, discovered land in the meridian of that island, and in about latitude of 48°, along which they sail'd forty miles till they came to a bay, into which they were about to enter, when they were drove off the coast and seperated by a gale of wind.* The La Fortune arrived at the Mauritius soon after, and the captain is since gone to France to give an account of the discovery, and touched here about three months ago in his way. The Gross Ventre is lately arrived at the Mauritius from Batavia with a cargo of arrack. This account we have by a ship who left the island two days after the other arrived, in which time nothing about the discovery transpired. Also, in March last, two French frigates† from the same island touched here in their way to the South Sea; had on board the man Bougainville brought from the Otaheite, and who died before the ships left this place.‡ They are to touch some were on the coast of America before they proceed round Cape Horn, the rout they intended to take. Kemp succeeds Shank.
Discoveries of the French.
Kerguelen
A native of Otaheite.

* The "Fortuna" and "Gros Ventre" were commanded by M. de Kerguelen. The land referred to is Kerguelen Island, discovered by Kerguelen in 1772 under circumstances identical with those mentioned by Cook.—(*Kerguelen's Voyages*, p. 21, and *Ross's Voyages to the Southern Seas*, vol 1, p. 63.) It was one of the objects of Cook's Third Voyage to locate and examine this land. The following passage from his Secret Instructions of date 6th July, 1776, indicates how little was known at that time of the movements of contemporary navigators:—"You are, if possible, to leave the Cape of Good Hope by the end of October, or the beginning of November next, and proceed to the southward in search of some islands said to have been lately seen by the French, in the latitude of 48° 0' south, and about the meridian of Mauritius. In case you find those islands, you are to examine them thoroughly for a good harbour, and upon discovering one, make the necessary observations to facilitate finding it again, as a good port in that situation may hereafter prove very useful, although it should afford little or nothing more than shelter, wood, and water." (Post, p. 398.) The island barely afforded even "shelter, wood, and water." Cook's opinion of it can be gathered from the fact that he named it Desolation Island.

† The Mascarin and the Marquis de Castries, under the command of M. Marion, who after leaving the Cape proceeded to New Zealand, where he was massacred on 8th June, 1772.—*Nouveau voyage à la mer du sud, commencé sous les ordres de Marion, achevé après sa mort sous ceux du Chevalier du Clermeur*, Paris, 1783.

‡ This native of Otaheite voluntarily embarked with M. de Bougainville when he left that island on 16 April, 1768. His name was Aotourou. Bougainville returned to France in March,

1772

18 Nov.

Hodges'
paintings.

The paintings which Mr. Hodges has made of Madeira, Port Praya, and this place I have packed up and left here to be forwarded to you by the first safe opportunity, viz't, one large painting of this place, one small one of part of Funchall, and one of Port Praya, all in oil colours, and some others in water-colours of little note.

I am, &c.,

JAM'S COOK.

[Enclosure.]

LIEUTENANT SHANK TO CAPTAIN COOK.

16 Nov.

An invalid
officer.

Sir,

Cape of Good Hope, 16 November, 1772.

As my ill state of health will not admit of my proceeding on our intended voyage to the South Seas, must beg your leave to quit, so as to enable me to return home, your concurrence with which request will greatly oblige

Yours, &c.,

JOSEPH SHANK.

[Enclosure.]

CAPTAIN COOK TO SURGEONS.

By Captain James Cook, commander of his Majesty's sloop Resolution, and senior commander of his Majesty's sloops riding in Table Bay, Cape of Good Hope.

Cook
requires a
report.

WHEREAS Mr. Joseph Shank, first lieutenant of his Majesty's sloop Adventure, hath (on account of his ill state of health) requested my leave to return home, you are hereby required and directed to examine into the nature of his complaint, and report to me your opinion thereon, and how far you think his request reasonable.

Given under my hand, on board his Majesty's sloop Resolution, in Table Bay, Cape of Good Hope, the 16th of November, 1772.

JAM'S COOK.

[Enclosure.]

SURGEONS' REPORT ON LIEUTENANT SHANK.

The
surgeons
furnish one.

PURSUANT to an order from Captain James Cook, commander of his Majesty's sloop Resolution, &c., we have examined Mr. Joseph Shank, first lieutenant of his Majesty's sloop Adventure, touching his ill state of health, and find he has for several months past been afflicted with a slow nervous fever and violent rhumatic pains, which have greatly reduced and emaciated him. We are therefore of an opinion that his request to quit is not only reasonable, but absolutely necessary for the reestablishment of his health.

Given under our hands, on board his Majesty's sloop Adventure, in Table Bay, Cape of Good Hope, this 16th day of November, 1772.

JAMES PATTEN.

THOS. ANDREWS.

1769; in March of the following year Aotourou was sent to the Isle of France [Mauritius] and M. Marion instructed to convey him to Otahelie. He was, however, seized with small-pox soon after leaving the Isle of France, and was landed at Madagascar, where he died.—*"Voyage autour du Monde, Lewis de Bougainville," Nouvelle Biographie Générale, tom. xxxiii, p. 794.*

[Enclosure.]

1772

CAPTAIN COOK TO LIEUTENANT SHANK.

16 Nov.

Resolution, Cape of Good Hope,

Sir,

16 November, 1772.

Whereas you have signified to me by your letter of this date that your ill state of health will not admit of your proceeding on our intended voyage, and desire my leave to quit, so as to enable you to return home, and the surgeons of his Majesty's sloops Resolution and Adventure are of opinion that your request is not only reasonable, but absolutely necessary for the reestablishment of your health, you have my leave to quit accordingly, and am, &c.,

Shank
returns
home.

JAM'S COOK.

[Enclosure.]

CAPTAIN COOK TO LIEUTENANT KEMP.

By Capt'n James Cook, commander of his Majesty's sloop Resolution, and senior commander of his Majesty's sloops riding in Table Bay, Cape of Good Hope.

WHEREAS Mr. Joseph Shank hath obtained my leave to return home for the reestablishment of his health, I do hereby appoint you first lieutenant of his Majesty's sloop Adventure in his room, requiring and directing you forthwith to take upon you the charge and command of first lieutenant in her accordingly, officiating in all things agreeable to the tenor of your former warrant and the general printed instructions, and for so doing this shall be your order.

Kemp's
appoint-
ment.

Given under my hand, on board his Majesty's sloop Resolution, in Table Bay, Cape of Good Hope, this 18th of November, 1772.

JAM'S COOK.

[Enclosure.]

CAPTAIN COOK TO LIEUTENANT BURNEY.*

By Captain James Cook, comm'r of his Majesty's sloop Resolution, and senior commander of his Majesty's sloops riding in Table Bay, Cape of Good Hope.

WHEREAS I have appointed the second lieutenant of his Majesty's sloop Adventure to be first, in the room of Mr. Joseph Shank,

Burney's ap-
pointment.

* Burney, James; son of Charles Burney, musician and author; born 1750, died 1821. He entered the Navy in 1764, served in North American waters and in the Mediterranean; and joined Cook's vessel, the Resolution, as midshipman, in 1772. In 1775 he was in the Cerberus, on the North American station, but was recalled to join Captain Cook on his third and last voyage. Consequent on the death of Captains Cook and Clerke, he was appointed to the senior lieutenancy on the Resolution. He joined Sir Edward Hughes in the Bristol, and served in 1782-3, principally in the East Indies. In 1783 he retired from active service, and devoted himself to literature; his most celebrated works being *A Chronological History of the Discoveries in the South Sea and Pacific Ocean*, 5 vols. 4to., published in 1817; *A Chronological History of North-eastern Voyages of Discovery and of the Early Eastern Navigation of the Russians*, 8vo., published in 1819; and *An Essay on the Game of Whist*, 16mo., published in 1821. He died suddenly of apoplexy on 17 November, 1821.—*Dictionary of National Biography*, vol. vi, p. 419.

1772
18 Nov.

who hath obtained my leave to return home for the restabishment of his health, I do hereby appoint you second lieutenant of his Majesty's said sloop Adventure, requiring and directing you forthwith to take upon you the charge and command of second lieutenant in her accordingly, strictly charging all the other inferior officers and company belonging to the said sloop to behave themselves with due respect and obedience unto you as their said lieutenant, and you are likewise to be obedient to such commands as you shall from time to time receive from the commander of the said sloop, or any other your superior officer, to hold the same employment until further order, together with such allowance of wages and victuals for yourself and servant as is usual for the lieutenant of the said sloop, and for so doing this shall be your order.

Given under my hand, on board his Majesty's sloop Resolution, in Table Bay, Cape of Good Hope, this 18th day of November, 1772:

JAM'S COOK.

CAPTAIN COOK TO MR. BANKS (Banks Papers).

Resolution, Cape of Good Hope,
18 November, 1772.

Dear Sir,

Some cross circumstances which happened at the latter part of the equipment of the Resolution created, I have reason to think, a coolness betwixt you and I, but I can by no means think it was sufficient to me to break of all corrispondance with a man I am under many obligations too.

Strained
relations.

I wish I had something intresting to communicate, but our passage here has rather been barren on that head. We touch' at St. Jago, where we remain'd two days, and Mr. Forster got some things there new in your way. Mr. Brand [Brandt] has got for you a fine collection, as I am told. I depart from hence in a day or two well stored with every necessary thing; but I am told the French from the Mauritius have got the start of me. About eight months ago two ships from that island discovered land in the latitude of 48°, and about the meridian of the Mauritius, along which they sail'd 48 miles till they came to a bay, into which they were about to enter when they were seperated and drove off the coast by a gale of wind. The one got to the Mauritius soon after, and the other is since arrived from Batavia with a cargo of arrack, as the report goes here. Also, in March last, two frigates from the same island touched here in their way to the South Sea, having on board the man Bougainvill brought from Otaihete, and who died before the ships departed from hence, a circumstance I am realy sorry for. These ships were to touch some were on the coast of America, and afterwards to proceed round Cape Horn. I am in your debt

Discoveries
of the
French.

M. Marion.

[18TH NOVEMBER, 1772.]

and about the Maiden of the Maoris
along which they sailed 40 Miles till they came
to a bay into which they were about to enter
when they were separated and drove off the coast
by a Gale of Wind, the one got to the Maoris
soon after and the other is since arrived from
Batavia with a Cargo of Drutch as the report
goes here. Also in March last the Frigate
from the same Island touched here on their

Joseph Banks Esq.

way to the South Sea having on board the men
Bougainville brought from Otaheite and
who died before the ship's departure. His presence
at every service was nearly doing for the ship's
men to touch some shore on the coast of America
and afterwards to proceed round Cape Horn
to see in your cell for the British and Dutch
Mr Duncan A.M.

for the pickled and dryed salmon which you left on board, which a little time ago was most excallant ; but the eight casks of pickled salted fish I kept for myself proved so bad that even the hoggs would not eat it. These hints may be of use to you in providing for your intinded expeditation, in which I wish you all the success you can wish your self, and am, with great esteem and respect,

Yours, &c.,
JAM'S COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

28 Nov.

IN case of seperation after leav'g ye Cape of Good Hope, and before we arrive in ye lat. of 50° So., ye first rendezvous shall be in that lat. and in the long. of ye Cape, viz., 18° 23' east of Greenwich, where you are to cruize seven days. Not meeting me in that time, you are to proceed as above directed.

Precautions
against
separation.

Dated on board his Maj'y's sloop Resolution, in Table Bay,
23rd Nov., 1772.

J. COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

6 Dec.

By Capt. James Cook, &c.

FOR the better encouragement of the company of his Majesty's sloop under your command, and in order to enable them the better to withstand the present intence cold weather, you are hereby required and directed to serve to each man an additional half-allowance of spirit or wine on such days as you shall think the same necessary, and also to cause an allowance of wheat or oatmeal to be boil'd for breakfast on Mondays, in addition to the usual allowance boil'd for dinner ; you are to keep an exact account (attested by the proper officers) of the number of days you serve the additional half-allowance of spirit or wine and boil the additional allowance of wheat or oatmeal, and continue the same untill further order.

Grog.

Oatmeal.

Given under my hand, on board his Majesty's sloop Resolution,
at sea, this 6th day of Decem'r, 1772.

J. COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

14 Dec.

IN case of seperation by bad weather or any other unavoidable accident you are first to look for me where you last saw me ; not finding me in three days, you are to proceed agreeable to former orders.

Furneaux's
instructions.

Given under my hand, on board his Majesty's sloop Resolution,
at sea, this 14th of December, 1772.

J. COOK.

1773

CAPTAIN COOK TO CAPTAIN FURNEAUX.

28 March.

By Capt. James Cook, &c.

Precautions
against
scurvy.Vegetable
diet.

WHEREAS scurvey grass, sellery, and other vegetables are to be found in most uncultivated countrys, especially in New Zealand, and when boil'd with wheat or oatmeal, with a proper quantity of portable broth, makes a very wholesome and nourishing diet, and has been found to be of great use against all scorbutick complaints, which the crews of his Majesty's sloops Resolution and Adventure must in some degree have contracted after so long a continuance at sea, you are therefore hereby required and directed, whenever vegetables are to be got, to cause a sufficient quantity to be boil'd with the usual allowance of wheat or oatmeal and portable broth every morning for breakfast for the company of his Majesty's sloop under your command, as well on meat days as on banyan days, and to continue the same so long as vegetables are to be got, or untill further order. Afterwards you are to continue to boil wheat or oatmeal for breakfast on Mondays, as directed by my order of the 6th of December last, but you are to discontinue to serve the additional half-allowance of spirit or wine mentioned in the said order.

Given under my hand, on board his Majesty's sloop Resolution, in Dusky Bay, this 28th day of March, 1773.*

J. COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

4 June.

By Capt. James Cook, &c.

Cook's
programme.The
unknown
sea to the
east

and south.

Rendezvous
at Otahiete.

WHEREAS several months must elapse before his Majesty's sloops Resolution and Adventure can proceed on discoveries to the south, my intention therefore is to employ that time in exploring the unknown parts of the sea to the east and north, by first proceeding to the east, between the latitude of 41° and 45° south; untill I arrive in the longitude of 140° or 135 west of Greenwich. If in this rout I discover no land, then to proceed directly to the Island of Otahiete, where I intend to take in water and wood, refreshments as are to be got, afterwards to return back to this place by the shortest rout, and after taking in wood and water to proceed to the south, in order to explore the unknown parts of the sea between the meridian of New Zealand and Cape Horn. You are therefore hereby required and directed to put to sea, and proceed with me with his Majesty's sloop under your command; and in case of seperation by any unavoidable accident before we reach Otahiete, you are first to look for me in the same place you last saw me, and not meeting me in three days you are to proceed to Matavai Bay, in the Island of Otahiete, where you

* At the time this letter was written the Adventure was lying in Queen Charlotte's Sound. The ships had separated in a fog on the 8th February, 1773, near Kerguelen Island, and it was not until the 18th May, 1773, that they joined company again.

are to waite untill the 20th of August ; if I do not arrive before 1773
that time then to put to sea, and make the best of your way 4 June.
back to this place, where you are to waite untill the 20th of Further
November. Not being join'd by me by that time, you are to put orders.
to sea and carry into execution there Lordships' instructions.

Given under my hand, on board his Majesty's sloop Resolution,
in Queen Charlotte's Sound, New Zealand, the 4th day
of June, 1773.

J. COOK.

CAPTAIN COOK TO CAPTAIN FURNEAUX.

By Capt. James Cook, &c.

17 July.

You are hereby required and directed to discontinue to serve to The ration.
the company of his Majesty's sloop under your command the addi-
tional allowance of wheat or oatmeal on Mondays, as directed by
my order of the 6th of December and 28th of March last.

Given under my hand, on board his Majesty's said sloop
Resolution, at sea, this 17th of July, 1773.

J. COOK.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

1774

Adventure, sloop, Cape Good Hope,

Sir,

5 April, 1774.

5 April.

I avail myself of the opportunity by the Valantine, East
Indiaman, of acquainting you, for their Lordships' information,
that I arrived here the 18th of last month, with his Majesty's sloop Furneaux
under my command, and intends sailing for England as soon as at the Cape.
the people are perfectly recovered, many of whom are in so weak
and ematiated a state that I have been obliged to send them on
shore for their more speedy recovery. I am sorry to acquaint
their Lordships that I parted company with the Resolution* in the The ships
night of the 29th of October last, off Cape Pallisser, on the coast part
of New Zealand, in a hard gale of wind, where we were baffled company.
with strong northerly winds upwards of a fortnight, during which
time the sails and rigging suffered so much, and the wind still
continuing to blow hard in that quarter, I was obliged to bear
away on the 6th of November for Tolaga Bay, on the North Island,
to repair and refit them, and recruit the water ; and on the 30th,

* This was the second time the ships had parted company. The first occasion was on the 8th February, 1773, in a fog near Kerguelen Island. They did not meet until 18th May of the same year, at the winter quarters—Queen Charlotte's Sound, New Zealand. The second time, as stated here, they were separated in a gale, when near the southern entrance of Cook Strait. Furneaux's account of his movements after the separation of the ships, containing a detailed description of the circumstances attending the massacre of the boat's crew, will be found in Cook's *Voyage towards the South Pole*, vol. ii, pp. 251-64. Cook had not fixed upon any rendezvous, consequently, Furneaux had practically no chance of falling in with the Resolution. This, and the fact that his vessel was not in the most seaworthy condition, while his provisions were much damaged and a quantity completely spoilt, induced him to shape his course for the Cape of Good Hope, and then make the best of his way to England. Cook, however, continued his search for a southern continent during that and the following summer, and it was not until February, 1775, that he bore up for the Cape of Good Hope.

1774

5 April.

after beating most of the way back, I at length gained Queen Charlotte's Sound, where (by a memorandum sealed up in a bottle)* I found Captain Cook had been and sailed from the 24th.

Massacre of
a boat's
crew.

By the 18th of December I got the ship ready for sea, and in the morning of that day sent the cutter up the Sound to gather a quantity of vegetables to carry to sea, with particular orders to the officer not to exceed three o'clock in his return to the ship. Not returning that evening, I suspected their safety, and next morning sent the launch, mann'd and armed, in search of them. At night the launch returned with some remains of the cutter's crew, who were all murdered by the Indians, and the greatest part eaten. I here insert a list of the names of the unhappy sufferers. For further particulars relative to the voyage I beg leave to defer acquainting their Lordships till our arrival in England. My proceedings therein I hope will meet with their Lordships' approbation.

I have, &c.,

TOB'S FURNEAUX.

The victims.

A list of the men killed by the Indians :—John Rowe, master's mate; Tho's Woodhouse, midshipman; Francis Muphy, q'r-master; Ja's Tob's Swilley, Ab.; Wm. Milton, Ab.; Wm. Facey, Ab.; Mich. Bell, Ab.; Ja's Jones, Ab.; Jn'o Cavanagh, Ab.; Tho's Hill, Ab.

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

14 July.

Sir,

Adventure, Spithead, 14 July, 1774.

Furneaux's
return.

Please to acquaint their Lordships of my safe arrival in his Majesty's sloop Adventure, under my command, after a passage of thirteen weeks from the Cape of Good Hope, and shall set out for town directly, according to their Lordships' order, with my journals and draughts, to lay before their Lordships my proceedings during the course of the voyage.

I am, &c.,

TOB'S FURNEAUX.

1775

CAPTAIN FURNEAUX TO SECRETARY STEPHENS.

18 March.

Sir,

London, 18 March, 1775.

Condemned
stores.

On account of the extraordinary voyage I was sent on in his Majesty's sloop Adventure, I am under the necessity of troubling you to intercede in obtaining for me their Lordships' order for my being allow'd the provisions condemn'd on board her by surveys taken on ye same (after the customary time allow'd for surveys), particularly a quantity of bread which could not be got at in time, it being put into tight butts and stow'd in ye hold in the second teer on the coals for its more particular preservation

* In his narrative of their proceedings in the Adventure, Furneaux thus describes this incident :—"On going ashore we discerned the place where she [the Resolution] had erected her tents; and on an old stump of a tree in the garden observed these words cut out, 'Look underneath.' There we dug, and soon found a bottle corked and waxed down, with a letter in it from Captain Cook, signifying their arrival on the 3rd instant [November, 1773], and departure on the 24th, and that they intended spending a few days in the entrance of the straits looking for us."

til the latter part of the voyage; the ground teer being stow'd with water, flesh, and other stores. In consequence of which the bread rec'd at Plymouth and the Cape of Good Hope, in June, July, and November, 1772, was immediately expend'd, more especially as the last being rusk would not keep above three months. 1775
18 March.

On my return to New Zealand, the hold was broke up to get at the bread, which was found much damaged, and in order to preserve as much of it as possible it was pick'd and rebak'd, and what was condemn'd could not possibly be made fit for men to eat. Damaged bread.

The bread rece'd on my return at the Cape of Good Hope was made use of for recovery and preservation of the health of my ship's company, as the English bread there remaining was exceeding bad, and in our passages thro' a warm climate made it unserviceable, tho' we used all possible means to preserve it.

The bread rece'd at Portsmouth was for the reasons aforesaid also expended.

And I humbly hope, for the several reasons aforesaid, their Lordships will be pleas'd to indulge me with their orders accordingly, which will greatly oblige,

Yours, &c.,

TOB'S FURNEAUX.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Resolution, at sea, 19 March, 1775. 19 March.

Having this moment spoke with the True Britain, Indian-man, I take the opportunity to acquaint you that his Majesty's sloop Resolution is within two days' sail of the Cape of Good Hope. I lear't from a Dutchman yesterday that Captain Furneaux sailed from the Cape for England twelve months ago; you must therefore know the former part of my proceedings, and a full account of the latter shall be sent you by the very first opportunity after my arrival at the Cape. I have the satisfaction to say that I have met with no one accident, and the crew thus far hath injoyed a good state of health. Cook returning.
A clean bill of health

I am, &c.

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Resolution, in Table Bay, Cape of Good Hope,

Sir, 22 March, 1775. 22 March.

As Captain Furneaux must have inform'd you of my proceedings prior to our final separation, I shall confine this letter to my transactions afterwards. The Adventure not arriving in Queen Charlotte's Sound before the 26th of November,* I put to sea, and after spending two days looking for her on the coast, I stood away to the south, inclining to the east. I met with little interruption from ice till we got into the latitude of 66°, where the sea was so covered with it that we could proceed no farther; we Cook reports progress.

* Cook put to sea on the 24th November, 1773.

1775	then steered to the east, inclining to the south, over a sea strewn
22 March.	with mountains of ice, and crossed the Antarctic Circle in the
by Ant- arctic Circle.	meridian of 146° west. After this I found it necessary to haul to
Ultima Thule.	the north, not only to get clear of the ice islands, which were very
No signs of land.	numerous, but to explore a large space of sea we had left nearly
Fernandez land.	in the middle of the ocean in that direction. After getting to the
South Sea Isles.	latitude of 48°, I edged away to the east, and then again to the
The New Hebrides.	south, till we arrived in the latitude of 71° 10', longitude 106½'
New Caledonia.	west; farther it was not possible to go, all the sea to the south
New Zealand.	being wholly covered with a solid sheet of ice, in which were ice
	mountains whose lofty summits were lost in the clouds. Hitherto
	we had not seen the least signs of land, or any one thing to
	encourage our researches; nevertheless, I did not think the Pacific
	Ocean sufficiently explored, and as I found we were in a condition
	to remain in it another year, I resolved to do it, and accordingly
	stood away to the north, and searched in vain for Juan Fernandez
	land.* I was more successful with Easter Island, where I made a
	short stay, and next visited the Marquesas; from the Marquesas
	I proceeded to Otaheite and the Society Islands, where we were
	received with a hospitality altogether unknown among more
	civilized nations; these good people supplied all our wants with
	a liberal and full hand, and I found it necessary to spend six
	weeks with them. I left these isles on the 4th of June, proceeded
	to the west, touched at Rotterdam, stayed two or three days, and
	then continued our route for Terra del Espiritu Santo of Quiros,
	which we made the 16th of July. I found this land to be com-
	posed of a large group of isles (many of them never seen by any
	European before) lying between the latitude of 14° and 20°, and
	nearly under the meridian of 168° east. The exploring these
	isles finished all I had intended to do within the tropic, accordingly
	I hauled to the south, intending to touch at New Zealand, but on
	the 4th of September, in the latitude of 20°, I fell in with a large
	country, which I called New Caledonia. I coasted the N.E. coast of
	this country, and partly determined the extent of the S.W. I found
	the whole so incompass'd with shoals that the risk we ran in ex-
	ploring it was very great. We were at last blown off the coast,
	and as it was now time for us to return to the south, I was
	obliged to leave it unfinished, and to continue our route to Queen

* Juan Fernandez, a Spanish pilot, was reported to have discovered, about the year 1576, a large continent (*gran tierra firme*), after a month's sail from the coast of Chile, "upon courses W. and S.W." The land was described as fertile and pleasant; the natives as white people, clothed in woven fabrics; while "on the coast were seen the mouths of very large rivers."—(Burney's *History of Discoveries in the South Seas*, vol. i, p. 300.) It was in the expectation of striking the coast of this *terra nondum cognita* that Cook, after penetrating over 30 miles within the Antarctic Circle, turned northwards to explore the South Pacific Ocean between the meridians of 110° and 90° west longitude, as far north as the latitude of 30° S. We now know that no such land exists, but in Cook's time this was not so; its existence was generally accepted, and it was regarded by Dalrymple—the most learned geographer of the day—as the western extremity of an extensive continent reaching eastward to Tasmania. Cook did not return from this voyage before he had set the vexed question of a southern continent for ever at rest.

Charlotte's Sound, where we arrived on the 6th of October. I 1775
 remain'd here refitting the sloop and refreshing my people till the 22 March.
 9th of November, when I put to sea, and proceeded directly for
 Terra del Fuego, but over such parts of the sea as I had not
 visited before. I choose to make the west entrance of the Straits
 of Magalhanes that I might have it in my power to explore the
 S.W. and south coast of Terra del Fuego, which was accordingly Tierra del
Fuego
 done, as well as that of Staten Land. This last coast I left
 on the 3rd of January last, and on the 14th, in the latitude of 54° ,
 longitude 38° west, we discovered a coast, which from the immense
 quantity of snow upon it, and the vast height of its mountains,
 we judged to belong to a great continent; but we found it to be
 an isle of no more than 70 or 80 leagues in circuit.* After South
Georgia.
 leaving this land I steered to S.E., and in 59° discovered another
 exceeding high and mountainous, and so buried in everlasting
 snow that it was necessary to be pretty near the shore to be
 satisfied that the foundation was not of the same composition.
 I coasted this land to the north, and found it to terminate in Sandwich
Land.
 isles in that direction. These isles carried us insensibly from the
 coast, which we could not afterwards regain, so that I was obliged
 to leave it without being able to determine whether it belonged
 to a continent extending to the south, or was only a group of
 isles. Our thus meeting with land gave me reason to believe
 there was such a land as Cape Circumcision, so that I quited the Cape
Circum-
cision.
 horrid southern coast with less regret. But our second search for
 Cape Circumcision was attended with no better success than the
 first, and served only to assure us that no such land existed. At
 length, after having made the circuit of the globe, and nothing
 more remained to be done, the season of the year, and other cir-
 cumstances, unnecessary, I presume, to mention, determined me
 to steer for the Cape of Good Hope, where I arrived on the date Steer for the
Cape.
 hereof, and found the Ceres, Captain Newte, bound directly for
 England, by whom I transmit this, together with an account of
 the proceedings of the whole voyage, and such surveys, views, and
 other drawings as have been made in it. The charts are partly Gilbert's
charts.
 constructed from my observations, and partly from Mr. Gilbert,
 my master, whose judgement and asseduity, in this as well as
 every other branch of his profession, is exceeded by none. The
 views are all by Mr. Hodges, and are so judiciously chosen and Hodges's
paintings.
 executed in so masterly a manner as will not only shew the
 judgment and skill of the artist, but will of themselves express
 their various designs; but these are not all the works of that
 indefatigable gentleman; there are several other views, portraits,
 and some valuable designs in oyl colours, which, for want of

* Called by Cook, South Georgia. This island had (apparently unknown to Cook) been discovered by a Frenchman named Anthony de la Roche, in May, 1675. It had also been seen by another Frenchman, Guyot, in 1756.

1775

23 March.

Mr. Wales.

proper colours, time, and conveniences, cannot be finished till after our arrival in England. The other gentlemen whom Government thought proper to send out have each contributed his share to the success of the voyage. I have received every assistance I could require from Mr. Wales, the astronomer. Mr. Kendal's watch has exceeded the expectations of its most jealous advocates, and by being now and then corrected by lunar observations has been our faithfull guide through all the vicissitudes of climates.

The officers and crew.

In justice to my officers and crew, I must say they have gone through the dangers and fatigues of the voyage with the utmost constancy and cheerfulness ; this, together with the great skill, care, and attention of Mr. Patten, the surgeon, has not a little contributed to that uninterrupted good state of health we have all along enjoyed, for it cannot be said that we have lost one man by sickness sence we left England. If I have failed in discovering a continent, it is because it does not exist in a navigable sea, and not for want of looking after. Insurmountable difficulties were the bounds to my researches to the south.

The southern continent.

A thorough search.

Whoever has resolution and perseverance to find one beyond where I have been, I shall not envy him the honour of the discovery ; but I will be bold to say that the world will not be benefited by it. My researches has not been confined to a continent alone, but to the isles and every other object that could contribute to finish the exploring the southern hemisphere. How far I may have succeeded I submit to their Lordships' better judgment, and am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Resolution, at sea, 24 May, 1775,

24 May.

Sir,

lat. 13° So., long. 10° Nt.

Cook en route for England.

This is the third letter I have had the honour to transmit to you since my arrival at ye Cape of Good Hope ; the first, which was accompanied by a copy of my journal and various drawings, was forwarded by ye Ceres, East Indiaman ; the second,* together with ye journals of two of ye officers, by ye Royall Charlotte ; and this comes by the Dutton, with whom I sail'd from ye Cape the 27th of last month. The probability of this ship being at home before us, as we touch at Assencion, and she not, induced me to put on board her Lieutenant Cooper's journal, some remarks and a chart of Mr. Pickersgill's, and a journal kept by one of ye mates. This journal is accompanied by very accurate charts of all the discoveries we have made, executed by a young man who has

* This second letter is not amongst the transcripts received from England.

been bred to the sea, under my care, and who has been a very great assistant to me in this way, both in this and my former voyage.*

1775

24 May

I have, &c.,
JAM'S COOK.

LIEUTENANT CLERKE TO MR. BANKS (Banks Papers).

Resolution, Sunday, 5 a.m.,

Dear Sir,

30 July, 1775.

30 July.

We're now past Portland, with a fine fresh N.W. gale and a young flood tide, so that in a very few hours we shall anchor at Spithead, from our continent-hunting expedition. I will not now set about relating any of the particulars of our voyage, as I hope very soon to have the honour and happiness of paying my personal respects, when I can give you a much clearer idea of any matters you think worth inquiring after than it's possible to do at this distance.

Sailing up
the
Channel.

I hope I need not assure you that it's utterly out of the power of length of time, or distance of space, to eradicate, or in the least allèviate, the gratitude your friendly offices to me have created. I assure you I've devoted some days to your service in very distant parts of the globe, the result of which, I hope, will give you some satisfaction; at least, it will convince you of my intentions and endeavours in that particular. I shall send this away by our civil gentry, who will fly to town with all the sail they can possibly make. God bless you. Send me one line, just to tell me you are alive and well, if that is the case, for I'm as great a stranger to all matters in England as though I had been these three years underground. So, if I receive no intelligence from you I shall draw bad conclusions, and clap on my suit of black; but you know I never despair, but always look for the best, therefore hope and flatter myself this will find you alive and happy, which that it may is the sincerest hope and wish of, dear sir,

Clerke's
collection.

The civil
gentry.

Anxious
news.

Yours, &c.,

CHAS. CLERKE.

P.S.—Excuse the paper. We're terrible busy; you know a man-of-war. My respects and most social wishes to the good doctor. I'll write him as soon as possible.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Mile End, Friday mornng., 7 o'clock, 11 Augt., 1775.

11 Aug.

Last night I received a letter from Mr. Cooper, acquainting me with the arrivel of his Majesty's sloop Resolution at the lower end of Long-reach, and that he expected to be at Galleons to-day.

The
Resolution
at Long
Reach.

I am, &c.,

JAM'S COOK.

* The "young man" bred to the sea was no doubt Isaac Smith. See Cook's letters to Stephens, ante, p. 343, and post, p. 382.

1775

CAPTAIN COOK TO SECRETARY STEPHENS.

12 Aug.

Sir,

Admi'ty Office, 12 August, 1775.

A well-
merited
reward.

Cook's zeal.

The death of Captain Clements, one of the captains in the Royal Hospital at Greenwich, making a vacancy there, I humbly offer myself to my Lords Commiss'rs of the Admiralty as a candidate for it, presuming, if I am fortunate enough to merit their Lordships' approbation, they will allow me to quit it when either the call of my country for more active service, or that my endeavours in any shape can be essential to the publick, as I would on no account be understood to withdraw from that line of service which their Lordships' goodness has raised me to, knowing myself capable of engaging in any duty which they may be pleased to commit to my charge.*

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO _____

Resolution, at Deptford,

17 Aug.

Sir,

Thursday, 17th†

Isaac Smith.

Officers'
journals.

Mr. Isaac Smith, whom my Lords Commissioners of the Admiralty have been pleased to promote to the rank of lieutenant, acquaints me that he has pass'd his examination touching his abilities to serve as such, but cannot get the necessary certificate from the examiners untill they have an order to dispence with his not providing any journals of the ships in which he has served, and this he cannot do, as they are lodged in the Admiralty, agreeable to their Lordships' instructions to me. As several more of my petty officers will want to qualify themselves for promotion, and none of them have journals of the Resolution to produce, I beg you will move their Lorships to give such orders as may be necessary on this head.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

18 Sept.

Sir,

18 September, 1775.

Extra grog.

I found it necessary, while we were in the high southern latitudes, to order an additional half-allowance of spirit to be served to each man per day, and an allowance of wheat to be boiled every Monday for breakfast, besides the usual allowance for dinner, in order the better to inable them to endure the cold and hardships they there underwent. I also caused wheat, with portable soup and vegetables, to be boiled every morning for breakfast whenever the

* This was not an idle promise. Six months afterwards we find Cook soliciting the Admiralty to allow him to leave his honourable retirement and take charge of the Resolution and Discovery.—(See his letter of 10th February, 1776, post, p. 385.) The appointment Cook asked for was made on the day (Saturday, 12 August, 1775) he applied for it. He had on the previous Thursday been promoted to the rank of post-captain.

† No month or year given, but evidently August, 1775. There is nothing to show to whom the letter was addressed; doubtless to the Secretary to the Admiralty (Philip Stephens).

latter was to be got, as will more fully appear by the inclosed vouchers, which I beg you will be pleased to lay before their Lordships, and move them to order these over-issues to be allowed me on my victualling account.

1775
18 Sept.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir,

Mile End, 18 September, 1775.

Last Saturday morning I examined Mr. Anderson, the gunner, about the publication of my late voyage, said to be in the press,* and told him that he was suspected of being the author; he affirm'd that he had no knowledge or hand in it, and would use his endeavours to find out the author, and yesterday made me the inclosed report. To-day Marra called upon me, and confirmed what is therein set forth, and further added that Bordel, my coxswain, and Reardon, the boatswain's mate, each kept a journal, which they had offered to the booksellers, but they were so badly written that no one could read them. I have no reason to suspect this story, but will, however, call on the printer, and endeavour to get a sight of the manuscript, as I know most of their hand-writings. This Marra was one of the gunner's mates, the same as wanted to remain at Otahiete. If this is the only account of the voyage that is printing, I do not think it worth regarding; I have taken some measures to find out if there are any more, and such information as I may get shall be communicated to you by,

An
anonymous
publication.

Not worthy
of notice.

Yours, &c.,

JAM'S COOK.

[Enclosure.]

ROBERT ANDERSON TO CAPTAIN COOK.

Sir,

According to your direction, I overhaul'd every book-seller's shop in St. Paul's, till at last I came to Mr. Francis Newbury's. I fairly caught his shopman, who answer'd me (when I demand'd the Resolution's voyage), that they had not time to print it yet. I then ask'd him if it was the Captain's journal they had, on which he look'd at me and said they had no journal at all yet, but stood as fair a chance to publish the voyage as others. By this time he understood I was pumping of him, so went and brought me one of the shop bills and bid me good day, telling me that befor the voyage was publish'd it would be advertis'd. I then drove to Marra and Peckover's lodging, found the former at home; I told him I had a message from you, sir, to deliver to Peckover, on w'ch Marra went and found him. I told him that there would be nothing ever don' for him or me unless we could find out who it was that was publishing the voyag; this made all present very sorry. Ther was present some of your late

An
anonymous
journal—the
publisher.

Not to be
pumped.

The
gunner's
mate.

* This account was published, anonymously, in an octavo form at the end of 1775.

1775

18 Sept.

Admits
himself the
author.No desire for
conceal-
ment.

crew. Some told me Reading wrote a journal, which Enell produced. I deposited five guineas if he would let me show you the account; he consented. Others told me Rolles kept a journal interlined in his bible. I wrote down all these information for your satisfaction; at last Marra pulled the paper from before me, wrote at the Angel, Angel Court, in the borough Southwark: "Send that to Captain Cook; if he pleases to send a line for or to me I'll clear every man that is suspected," adding, "I'm the man that is publishing the voyage. I want no preferment, and God forbid I should hinder those whose bread depends on the Navy, and Mr. Anderson, as you have always been my friend, come with me, I'll convince you further that the name of Anderson was never intended to be prefixed to the voyage." He ordered the coach to drive to Newbury's, carried me into a back parlor, informed Mr. Newbury his friends were kept out of bread, therefore he had discovered all now. Says he, "What name is my journal of the voyage to come out in?" "In no name at all," says the bookseller. "Then," say the other, "let it come out in the name of Jno. Marra," at length adding, "If Captain Cook pleases to call here, Mr. Newbury, give him all the satisfaction in your power." Mr. Newbury said he would, after which Mr. Newbury invited us both to dinner.

I should, sir, have waited on you last night, but I'm so lame I could not come up. If you will be pleased to let me know when you will send for Marra, I'll wait on you at the same time to confront him, but there is too many witnesses for him to retract.

Honour'd sir, you'll please to observe that this is twice I innocently fell under your displeasure, which God has been please to clear me off.

I am, &c.,

RT. ANDERSON.

JOHN FRAZER TO THE EARL OF SANDWICH.*

To the Right Honorable the Earl of Sandwich, &c., &c., &c.

The humble petition of John Frazer, corporal, lately belonging to his Majesty's sloop the Resolution, Captain Cook, commander. Sheweth,—

The petition
of John
Frazer.

That your petitioner is the person that was honored with your Lordships' commands to go the voyage with Captain Cook, on board the Resolution, as the properest person to serve, having acted in that capacity with good success in taking up his Majesty's naval stores. That your petitioner has been informed by Dr. Solander that Captain Cook, upon his arrival, recommended your petitioner to the Board of Admiralty as a person that had been singularly useful in the voyage; and that your petitioner has, by a studious

* The petition bears no date, but is evidently the one to which the letter which follows it has reference.

application and long experience, invented an instrument for taking up things out of the sea, which he should think himself [justified] in submitting to your Lordship's inspection. Your petitioner therefore begs leave, with great deference and submission, to solicit the honor of a boatswain's warrant, or what your Lordship, [sic] on board one of his Majesty's ships in ordinary, not being able to go frequent again to sea, on account of the pains in his body, caused by diving, from the pressure and coldness of the water. And that your petitioner would then be ready at hand to seek after anything very particular of his Majesty's that may be lost. And, as in duty bound, your petitioner shall ever pray, &c.

1775

Asks for a boatswain's warrant.

CAPTAIN COOK TO SECRETARY JACKSON.*

Sir, 26 December, 1775. 26 Dec.

In answer to your letter of the 20th inst. respecting the petition of Jno. Frazer, I am to acquaint you that I do not think him qualified for the preferment he prays for, or any other in which seamanship is necessary. He has lately applied to me to solicit their Lordships to appoint him master-at-arms; as he is a steady, sober man, and served several years as a soldier in the East India Company's service, I believe he may be well enough qualified for that station.

Cook's recommendation.

I am, &c.,

JAM'S COOK.

THE ADMIRALTY TO CAPTAIN COOK.

THE THIRD VOYAGE.

Admiralty Office, Monday, 3 February, 1776. 1776

CAPT'N Cook is ordered by Lord Sandwich to acquaint Mr. Jackson that the Discovery's compliment of marines is to be twelve men, including a serj't, who is to command the party.†

8 Feb.

The marines.

CAPTAIN COOK TO SECRETARY JACKSON.

Sir, Admiralty Office, 10 February, 1776. 10 Feb.

Having understood that their Lordships have ordered two ships to be fitted out for the purpose of making further discoveries in the Pacific Ocean, I take the liberty, as their Lordships when they were pleased to appoint me a captain in Greenwich Hospital were at the same time pleased also to say it should not be in prejudice to any future offer which I might make of my service, to submit myself to their directions, if they think fit to appoint me to the command on the said intended voyage; relying, if they condescend to except this offer, they will, on my return, either restore

Cook offers his services.

* George Jackson, Secretary to the Admiralty. See Note 78, ante, pp. 170-2.

† Only eleven marines, including the serjeant, were on the Discovery. The Resolution's complement of marines consisted of twenty men, including a lieutenant (Mr. Phillips) in charge.

1776
10 Feb. me to my appointment in the hospital, or procure for me such other mark of the Royal favour as their Lordships, upon the review of my past services, shall think me deserving of.*

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO CAPTAIN JOHN WALKER.†

14 Feb.

Dear Sir, 6, Mile End, London, 14 February, 1776.

Cook writes
to his old
master.

I should have answered your last favour sooner, but waited to know whether I should go to Greenwich Hospital or the South Sea. The latter is now fixed upon. I expect to be ready to sail about the latter end of Ap'l with my old ship the Resolution, and the Discovery, the ship lately purchased of Mrs. Herbert. I know not what your opinion may be on this step I have taken. It is certain I have quitted an easy retirement for an active and perhaps dangerous voyage. My present disposition is more favourable to the latter than the former, and I embark on as fair a prospect as I can wish. If I am fortunate enough to get safe home there's no doubt but it will be greatly to my advantage.

My best respects to all your family, and if any of them comes this way I shall be glad to see them at Mile End, where they will meet with a hearty welcome from

Yours, &c.,

JAM'S COOK.

CAPTAIN CLERKE TO ——.‡

15 Feb.

Sir, Admiralty Office, 15 February, 1776.

Tried men.

I take the liberty to intreat the favour of their Lordships to appoint Eneas Atkins boatswain, and Peter Reynolds carpenter, of his Majesty's sloop Discovery, as there are no such officers yet appointed to her. These people were late of the Resolution; Atkins is now boatswain of the Favourite, and Reynolds carpenter of the Ariadne, but have both appli'd to me, and are very desirous of the other trip to the South Seas.§

I am, &c.,

CHAS. CLERKE.

* The appointment was made on the day on which this letter was written. The matter had previously been arranged by Sir Hugh Palliser, Lord Sandwich, and Mr. Philip Stephens, with whom Cook shortly before had consulted as to the necessary equipment of the expedition, and to whom he had expressed his willingness to take the command.—Kippis's *Life of Cook*, p. 324.

† John Walker, one of the two Quaker merchant brothers of Whitby, owners of the ship in which Cook served his apprenticeship. The tone of this letter clearly indicates that Cook, his successes notwithstanding, retained both respect and affection for his old master.

‡ Evidently to Secretary Stephens.

§ These appointments were both made.

CAPTAIN COOK TO SECRETARY JACKSON.

1776

Sir, Deptford, 20 February, 1776.

20 Feb.

I have received their Lordships order of the 14th, respecting the fitting of his Majesty's sloop the Resolution, under my command; also their order of the same date directing me not to bear any servants to the officers, but to enter seamen in their room.

Sailors as servants.

I am, &c.,
JAM'S COOK.

CAPTAIN CLERKE TO SECRETARY JACKSON.

Sir, London, 22 February, 1776.

22 Feb.

I must beg the favour of you to acquaint their Lordships I receiv'd their orders bearing date the 14th inst., relative to the receiving on board no servants, and the forwarding the Discovery to the Galleons with all expedition, which orders shall be due complied with.

Clerke in the Discovery.

I am, &c.
CHAS. CLERKE.

CAPTAIN COOK TO ———*

Sir, 28 February, 1776.

28 Feb.

Please to move my Lords Commiss'rs of the Admiralty to order his Majesty's sloop Resolution, under my command, to be put into sea victualling at the time of her being commissioned.

The Resolution.

I am, &c.,
JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Resolution, at Deptford, 29 February, 1776.

29 Feb.

Please to move my Lords Commiss'rs of the Admiralty to order the Commissioners of the Sick and Hurt to supply his Majesty's sloops the Resolution and Discovery with portable soup, rob of lemons and oranges, in the same manner as was done on former voyages of the same nature.

Portable soup.

I am, &c.,
JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Resolution, at Deptford, 29 February, 1776.

It is well known that the crews of his Majesty's sloops the Resolution and Adventure, during their late voyage, received great benefit from the sour krout and malt they were supply'd with, and also by being supplied with wheat in lieu of oatmeal, and sugar in lieu of oil. Please to move my Lords Commiss'rs of the Admiralty to order the Victualling Board to supply the Resolution and Discovery with these articles in the same proportion, and also with such a quantity of salt as may be thought necessary to preserve such fresh meat or fish they may chance to meet with. And whereas from the experiments which have been made of inspissated juice of wort, there is great reason to beleive

Anti-scorbuti for both vessels.

* Evidently to Secretary Stephens.

1776 it might be so prepared as to become a very usefull article at sea.
29 Feb. Please also to move their Lordships to order some to be prepared and put on board the sloops for experiments.

I am, &c.,
JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

6 March. Sir, 6 March, 1776.
Barter with natives. I take the liberty to send you the inclosed account, that, if it meets with their Lordships' approbation, the necessary orders may be given to provide the several articles therein mentioned, or such others as they may think more proper. I am, &c.,
JAM'S COOK.

[Enclosure.]

The means of exchange. AN Account of sundry articles necessary to be provided and put on board the Resolution and Discovery, in the proportions therein mentioned, in order to exchange for refreshments with the natives of such unfrequented countries as they may touch at, or to be distributed to them in presents towards obtaining their friendship, &c.

	Resolution.	Discovery.
Carpenters' adzes	12 in No.	6
Axes of sorts	200	120
Broad axes	40	24
Hatchets	300	200
Spike nails of sorts	500 wt.	300 wt.
Nails 40d. and upwards	500 wt.	250 wt.
Chizzels	12 in No.	6
Saws	12	8
Files of sorts	6 dozn.	3 dozn.
Knives, common	24 dozn.	14 dozn.
Sciassars	2 do.	1 do.
Small glass and metal buttons	6 do.	3 do.
Combs, small tooth	4 do.	3 do.
Do. large do.	20 do.	12 do.
Looking-glasses with frames	12 do.	8 do.
Beads in sorts	£16 worth	£9 worth
Old shirts, not patched	3 dozn.	2 dozn.
Red baize	220 yards	120 yards
Old cloathes	£5 worth	£3 worth
Fine old sheets	20 No.	12 No.
Kettles or potts	24	16
Hammers with helves	1 dozn.	1 dozn.
Carpenters' planes, with two trouts to each	12	6
Fish hooks	20 dozn.	12 dozn.
Knives, long	4 do.	2 do.
Small shott	8 cwt.	5 cwt.
Ribband to stringsome medals which remain	20 dozn. yards	

Warm clothing. A pair of Fearnought trowsers and a jacket for each man, and four or five good watch-coats to each ship. JAM'S COOK.

CAPTAIN COOK TO ____.*

1776

Sir,

Mile End, Thursday morning, 14 March [1776].

14 March.

Their Lordships have given me an order to provide all the articles intended to be put on board the Resolution and Discovery as presents, &c., to the different nations we may meet with, but as those under mentioned were before provided by Mr. Boulton, I shall not purchas them till I receive further instructions from you. I apprehend there is yet time enough to get these articles from Birmingham. I most sincerely wish you a better state of health, and am, &c.,

JAM'S COOK.

	Resolution.	Discovery.
Carpenters' adzes	12 in No.	6 in No.
Axes of sorts	200 „	120 „
Broad axes	40 „	24 „
Hatchets	300 „	200 „
Spike nails of sorts	500 cwt.	300 cwt.
Nail, 40d. and upwards	500 cwt.	250 cwt.

N.B.—Some other articles were provided by Mr. Boulton before, but as they were not much wanting, the quantity is greatly reduced, and some articles wholly rejected.

CAPTAIN COOK TO SECRETARY JACKSON.

Sir,

16 March, 1776.

16 March.

Please to move their Lordships to order his Majesty's sloops Resolution and Discovery to be supplied with some red wine in lieu of the same proportion of spirit, it being necessary to have some on board in case of any disorder breaking out amongst the crew, in which it is usefull.

I am, &c.,
 JAM'S COOK.

CAPTAIN COOK TO SECRETARY JACKSON.

Sir,

Deptford, 18 March, 1776.

18 March.

Having already entered as many men for the Resolution as will, with the party of marines, make up her full complement, I beg you will be pleased to move their Lordships to allow me to do this exclusive of the marines, in order to have it in my power to make choise of such men only as are fit for the voyage.

I am, &c.,
 JAM'S COOK.

* Evidently to Secretary Stephens.

1776

CAPTAIN COOK TO ———.*

Sir,

Midshipman
Mackie.

Mr. Robt. Mackie, midshipman on board the *Nonsuch*, who was the late voyage in the *Adventure*, hath applied to me to go out in the *Resolution*. As I have great reason to believe that he will on many occasions be a very usefull man, I beg you will move their Lordships to order him to be discharged from the *Nonsuch* into the *Resolution*.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SIR JOHN PRINGLE, BART., F.R.S.†

Sir,

[No date.‡]

Cook on the
prevention
and cure of
scurvy.

As many gentlemen have express'd their surprize at the uncommon good health which the crew of the *Resolution*, under my command, experienced during her late long voyage, I take the liberty to communicate to you the methods that were taken to obtain that end.

A good deal was owing to the extraordinary attention paid by the Admiralty, in causing such articles to be put on board as either experience or suggestion was judged would tend to preserve the health of seamen. I shall not trespass on your time in mentioning all these articles, but confine myself to such as were found the most usefull.

Malt as a
preventive.

We had on board a quantity of malt, of which we made sweet wort, and given to such of the men as showed the least symptoms of scurvy, and also to such as were thought to be threat'ned with that disorder, from one to two or three pints a day each man, or in such proportions that the surgeon found necessary, which sometimes amounted to three pints. This is, without doubt, one of the best anti-scorbutic sea medicines yet found out, and, if given in time, will, with proper attention to other things, I am persuaded, prevent the scurvy from making any great progress for a considerable time. But I am not altogether of opinion that it will cure it at sea.

Sour krout.

Sour krout, of which we had a large quantity, is not only a wholesome vegetable food, but, in my opinion, highly anti-scorbutic, and spoils not by keeping. A pound of this was served each man when at sea twice a week, and oftener as was thought necessary.

Portable
broth

Potable broth was another great article of which we had a large supply. An ounce of this to each man, or such other proportion as was thought necessary, was boil'd in their pease three

* Evidently to Secretary Stephens.

† No date, but evidently about March, 1776.

‡ Sir John Pringle, President of the Royal Society from 1772 to 1778.

§ Quoted in Pringle's address to the Royal Society, November 30, 1776.—See *Cook's Voyage towards the South Pole*, vol. ii, pp. 369-396. The letter was published entire in Part 2, vol. lxvi, *Philos. Transactions*. It was evidently written in the early part of 1776. The Royal Society awarded to Cook, as author of the paper, the Copley gold medal.—See his letter to Banks, post, p. 403.

days in the week, and when we were in places where vegetables were to be got it was boil'd with them, and wheat or oatmeal every morning for breakfast, or else with pease and vegetables for dinner. It enabled us to make several nourishing and wholesome messes, and was the means of making the people eat a greater quantity of vegetables than they would have done without. 1776
and vegetables.

Rob of lemon and orange is an anti-scorbutic we were not without. The surgeon made use of it in many cases with great success. Rob of lemon.

Amongst the articles of victualling we were supplied with sugar in the room of oil, wheat for a part of our oatmeal, and were certainly gainers by the exchange.

Sugar, I apprehend, is a very good anti-scorbutic, whereas oil (such as is usually supplied the Navy), I am of opinion, has the contrary effect. But the introduction of the most salutary articles, either as provisions or medicines, will generally prove unsuccessful unless supported by certain regulations. On this principle, many years' experience, together with some hints I had from S'r Hugh Palisser, Captains Campbell, Wallis, and other intelligent officers, enabled me to lay a plan whereby all was to be governed. Sugar.

The crew was at three watches, except on some extraordinary occasions. By this means they were not so much exposed to the weather as if they had been at watch and watch, and had generally dry cloaths to shift themselves when they happened to get wet. Care was also taken to expose them as little to wet weather as possible. Regulations for the preservation of health.

Proper methods were taken to keep their persons, hammocks, bedding, clothes, &c., constantly clean and dry. Equal care was taken to keep the ship clean and dry betwixt decks, and once or twice a week she was aired with fires, and when this could not be done she was smoaked with gunpowder mixed with vinegar or water. I had also fires frequently made in an iron pot at the bottom of the well, which was of great use in purifying the air in the lower parts of the ship. To this and cleanliness in the ship as amongst the people too great attention cannot be paid; the least neglect occasions a putrid and disagreeable smell below, which nothing but fires will remove. Cleanliness.

Proper attention was paid to the ship's coppers, so that they were kept constantly clean. The fat which boiled out of the salt beef and pork I never suffered to be given to the people, being of opinion that it promotes the scurvey. I took care to take in water whenever it was to be got, even tho' we did not want it, because I look upon fresh water from the shore to be more wholesome than that which has been kept some time on board a ship. Of this essential article we were never at an allowance, but had always plenty for every necessary purpose. I am of opinion that with plenty of fresh water and proper attention to cleanliness, a Fresh water.

1776

Fresh food.

ship's company will seldom be much afflicted with the scurvy, even though they are not provided with any of the anti-scorbutics above mentioned. We came to few places where either the act of man or nature had not provided some sort of refreshment or other, either in the animal or vegetable way. It was my first care to procure whatever of either kind could be met with, by every means in my power, and to oblige our people to make use thereof, both by my example and authority. But the benefits arising from those kind of refreshments soon became so obvious that I had little occasion to make use of either the one or the other.

A happy result.

These, sir, were the methods, under the care of Providence, by which the Resolution performed a voyage of three years and eighty days, through all the climates from 52° north to 71° south, with only the loss of four men out of one hundred and eighteen. Two were drowned, one was killed by a fall, and the other died after a long illness occasioned by a complication of disorders, without the least mixture of the scurvy.

J. COOK.

CAPTAIN COOK TO SIR JOHN PRINGLE, BART., F.R.S.

2 April.

Sir,

Mile End, 2 April, 1776.

Cook on the tides.

In compliance with your request I send you my observations on the tides in Endeavour River, on the east coast of New Holland, in lat. 15° 26' E.

At the Endeavour Reef.

About 11 o'clock in the evening of the 10th of June, 1770, as we were standing off shore, the ship suddenly struck and stuck fast on a reef of coral rocks about six leagues from the land. At this time I judged it was about high-water, and that the tides were taking off or decreasing, as it was three days past the full moon, two circumstances by no means in our favor. As our efforts to heave her off before the tide fell proved ineffectual, we began to lighten her by throwing overboard our guns, ballast, &c., in hopes of floating her the next high-water; but to our great surprise the tide did not rise high enough to accomplish this by near two feet. We had now no hopes but from the tide at midnight, and these only founded on a notion, very general indeed among seamen, but not confirmed by anything which has yet fallen under my observations, that the night tide rises higher than the day tide. We prepared, however, for the event, which exceeded our most sanguine expectations, for, about twenty minutes after 10 o'clock in the evening, which was a full hour before high-water, the ship floated. At this time the heads of rock which on the preceding tide were at least a foot above water were wholly covered. I was fully satisfied of the truth of the remark after getting into the river, where we remained from the 17th of June till the 4th of August, repairing the damage the ship had received. As this was to be

The night and day tides.

done with the assistance of the tides, it led me to make the following observations, which upon any other less important occasion might have escaped my notice. 1776
2 April.

The times of high-water on the full and change days I found to be about a quarter after 9 ; the evening tide at the height of the spring to rise nine feet perpendicular, the morning tide scarce seven ; and the low-water preceding the highest, or evening tide, to fall or recede considerably lower than the one preceding the morning tide. This difference in the rise and fall of the tide was uniformly the same on each of the three springs which happened while we lay in the place, and was apparent for about six or seven days—that is, for about three days before and after the full or change of the moon. During the neep the tide was very inconsiderable, and if there was any difference between the rise of the tide in the day and in the night it was not observed, but to the best of my recollection none was perceptible. Excepting two or three mornings when we had a land breeze for a few hours, we had the winds from no other direction than S.E., which is the same as this part of the coast, and from which quarter I judged the flood tide came. The wind for the most part blew a brisk gale, and rather stronger during the day than the night. How far this last circumstance might affect the evening tide I shall not pretend to determine, nor can I assign any other cause for this difference in the rise and fall of the tide, and therefore must leave it to those who are better versed in this subject than

High water.
Spring tides,
and neap.
The winds.
Yours, &c.,
J. COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir,

9 April, 1776.

9 April.

Please to move my Lords Commissioners of the Admiralty to order his Majesty's sloops the Resolution and Discovery to be supply'd each of them with an apparatus for recovering drowned persons, as the same may be of great use in their present intended voyage. Equipment.

I also pray that they will be pleased to order the Resolution to be supplied with two puncheons of double-distilled spirit, in order to preserve from putrefaction such curious birds, fish, and other animals we may happen to meet with in the course of the voyage.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir,

Admiralty Office, 25 April, 1776.

25 April.

Please to move their Lordships to direct the Governors of Christ Hospital to let me have one of the boys which are now ready to leave the mathematical school. An assistant.

I am, &c.,

JAM'S COOK.

1776

CAPTAIN COOK TO SECRETARY STEPHENS.

29 April.

Sir,

29 April, 1776.

Gunpowder.

Judging from experience that fifty half-barrels of powder which his Majesty's sloop the Resolution, under my command, is to be supplied with will not be sufficient for so long a voyage as her intended one may be, I applied to the principal officers of the Ordnance for ten additional half-barrels of corn'd powder and two of glazed; the latter not clogging or fouling the muskets so much as the former, may be of great use to us on many occasions. Finding by the inclosed that they cannot comply with my request without an order from the Lords Commiss's of the Admiralty, please to move their Lordships to order her this additional supply.

I am, &c.,

JAM'S COOK.

P.S.—It will be equally necessary for the Discovery to have some glazed powder.

[Enclosure.]

J. BODDINGTON* TO CAPTAIN COOK.

Sir,

Office of Ordnance, 26 April, 1776.

Cook's
request

Having laid before the principal officers of the Ordnance your letter of the 19th instant, requesting that his Majesty's sloop the Resolution, under your command, may be supplied with ten additional half-barrels of corn'd powder, as you do not imagine her allowance of fifty half-barrels sufficient for so long a voyage as she is intended, and also desiring that she may be supplied with two half-barrels of glazed powder, I received their commands to acquaint you that they cannot comply with your request without orders from the Lords Commissioners of the Admiralty, which they desire you will apply for.

referred to
Admiralty.

I am, &c.,

JOHN BODDINGTON.

CAPTAIN CLERKE TO SECRETARY STEPHENS.

7 May.

Sir,

Admiralty Office, 7 May, 1776.

I beg leave to trouble you with the following request to their Lordships:

Volunteers.

There are two men, David Markham and Will'm Morris,† on board the Lion (commanded by Lieut. Pickersgill), with whom I have long since been acquainted, who are very desirous of going the voyage with me.

I propos'd to Mr. Pickersgill to give him two men in their lieu, which he very readily came into, so intreat the favour of their Lordships that we may be indulg'd in this exchange.

I am, &c.,

CHAS. CLERKE.

* John Boddington, Under Secretary to his Majesty's Board of Ordnance; on 1st September of the following year he was appointed Secretary.—*Annual Register*, vol. xx, p. 225.

† These men probably formed part of the crew of either the Resolution or the Adventure—neither of them was on the Endeavour.

CAPTAIN CLERKE TO SECRETARY STEPHENS.

1776

Sir,

Galleons Reach, 13 May, 1776.

13 May.

I beg leave to trouble you to acquaint their Lordships that I have left Deptford with his Majesty's sloop *Discovery* under my command, and have anchor'd in this reach to take in my guns, &c., in obedience to their Lordships' orders of the 14th of February.

I am, &c.,

CHAS. CLERKE.

EXTRACT of Instructions* to Lieutenant Pickersgill, of his Majesty's armed brig *Lyon*, dated the 14th May, 1776.

14 May.

WHEREAS we intend that his Majesty's armed vessel the *Lyon* shall proceed to Davis's Straights for the protection of the British whale-fishers who may be employed in those parts during the approaching fishing season, and that she shall afterwards proceed into Baffin's Bay for the purpose of making discoveries: You are therefore hereby required and directed to put to sea with the very first opportunity of wind and weather, and make the best of your way to the south end of Disco Island, in the abovementioned streights, where the whalefishers usually resort at the beginning of the season, and there make enquiry amongst them if they have heard of any armed or other American ships in those parts belonging to the inhabitants of his Majesty's colonies now in rebellion; and if they have, you are to proceed in quest of them, and use your best endeavours to take or destroy them. You are afterwards to proceed to the north-west part of the said island, where the above-mentioned fishers usually resort during the latter part of the season, and make enquiry and proceed in like manner. And having so done, or not hearing of any American vessels in those parts, you are at liberty, and are hereby required and directed, to proceed up Baffin's Bay and explore the coasts thereof as far as in your judgment the same can be done without apparent risque, taking care to leave the above-mentioned bay so timely as to secure your return to England in the fall of the year, and to return accordingly to the Nore, from whence you are to send us an account of your arrival and proceedings.

You are carefully to observe the true situation of such parts of the above-mentioned coasts as you may discover, both in latitude and longitude, the variation of the needle, bearings of the head-

Cook's Third Voyage. It was intended, when Pickersgill returned "in the fall of the year,"

* These instructions are included here because they have a direct bearing on Captain Cook's Third Voyage, in equipping an expedition to explore the eastern shores, while Cook would be exploring the western shores of North America, in the search for a north-west passage; and thus, if possible, to co-operate with him. Pickersgill does not, however, appear to have been as successful as a commander as he was as an officer. He returned within the required time, but appears to have done little or nothing. The command was taken from him and given to Lieutenant Young, with no better results.

1776
14 May.
Mr. Lane. lands, height and direction of the tides and currents, depths and soundings of the sea, shoals, rocks, &c. ; and to employ Mr. Lane, master of the vessel you command (who has an allowance for that purpose), in surveying, making charts, and taking views of the several bays, harbours, and different parts of the coast which you may visit, and in making such notations thereon as may be useful to geography and navigation.

CAPTAIN COOK TO MR. BANKS* (Banks Papers).

24 May. Mile End, Friday, 24 May [1776].
CAPT. Cook presents his compliments to Mr. Banks, thanks him for his kind congratulations, and for the drawing of the New Zealand spruce. He will speak to Lord Sandwich to have it engraved, and, if his Lordship consents, will be obliged to Mr. Banks for a description.

Cook's portrait. Cap. Cook intends to be at the west end of the Town to-morrow morning, and thinks he could spare a few hours before dinner to sit for Mr. Dance, and will call upon him for that purpose about 11 or 12 o'clock. The stove which was in the Resolution was bought of Mr. Stephens, in or near the Poultry, on the side of the street next the river. It was supplied by the Navy Office, and when the cabin was reduced at Sheerness it was returned into the store there, where probably it is now.

CAPTAIN COOK TO SECRETARY STEPHENS.

1 June. Sir, Admiralty Office, 1 June, 1776.
Please to acquaint their Lordships that, as I did not think it safe to stop at Galleons Reach with his Majesty's sloop the Resolution, under my command, to take in her guns and gunner's stores, I proceeded to Long Reach to take them in there. When this is done, I am directed by their Lordships' order of the 14th of Feb'y to proceed to the Nore for further order ; but if the only intention for the sloop's stoping at the Nore is to pay the crews their advance wages, I am humbly of opinion this had better be done in Plymouth Sound, as it will give us an opportunity to take on board some port wine, which the Victualling Board have ordered to be reserved for us.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

7 June. Sir, Resolution, Long Reach, 7 June, 1776.
I have received their Lordships' order, dated the 5th inst, directing me to proceed to Plymouth with the Resolution and Discovery ; also their order, of the same date, in regard to Mr. Wm. Bayly and the two watch machines that are intended to be put on board the sloops.

I am, &c.,

JAM'S COOK.

* The original of this letter is in the possession of the Government.

FACSIMILE OF CAPTAIN COOK'S LETTER TO JOSEPH BANKS.

[24TH MAY, 1776.]

he could spare a few hours before dinner
to set for Mr. Dance, and will call upon
him for that purpose about 11 or 12 o'clock
The Horse which was in the Regiments was
bought of Mr. Thompson, in, or near the
Parlour on the side of the street next the
River. It was supplied by the Navy

...HAB ...

...VAN ...

Many office, and when the station
has received at the ...
... into the store ...

CAPTAIN CLERKE TO SECRETARY STEPHENS.

1776

Sir, Discovery, sloop, Long Reach, 7 June, 1776. 7 June.

Please to give directions for my being supply'd with the general printed naval instructions, with the Acts of Parlim't and statutes, and am, &c., General instructions.

CHAS. CLERKE.

CAPTAIN CLERKE TO SECRETARY STEPHENS.

Sir, London, 13 June, 1776. 13 June.

His Majestie's sloop Discovery, under my command, being in every particular equip'd for sea, I have receiv'd orders from Capt. Cook immediately to proceed for Plymouth, but some of my own private affairs of the utmost importance to me requiring my attention to them in town, I wou'd be highly oblig'd to their Lordships if I cou'd be indulg'd in attending them, and sending the ship round under the command of Lieut. Burney. Urgent business.

I am, &c.,

CHAS. CLERKE.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Mile End, 15 June, 1776. 15 June.

Late last night I received the inclosed, which I thought proper to transmit to you, as I apprehend, I have no authority to order the Discovery to proceed in the absence of her commander. An order sent to Woolwich will reach her time enough for her to sail to-morrow. Cook's report.

I am, &c.,

JAM'S COOK.

P.S.—Cap. Clerke has my order to proceed to Plymouth.

[Enclosure.]

LIEUTENANT BURNEY TO CAPTAIN COOK.

Long Reach, from on board the Discovery,
Friday, 13 June.

Sir,

The orders are just arrived for the Resolution to proceed to Plymouth, but no mention made of the Discovery. Capt'n Clerke is not on board, nor, I believe, will on this side Plymouth, and I know not where to direct to him; I therefore take the liberty to trouble you, and should be glad to know if we are to go round with the Resolution. Clerke cannot be found.

I remain, &c.,

JA'S BURNEY.

CAPTAIN COOK TO SECRETARY STEPHENS.

Sir, Plymouth Sound, 30 June, 1776. 30 June.

Please to acquaint their Lordships with the arrival of his Majesty's sloop the Resolution, under my command, at this place yesterday, in the afternoon. The Resolution at Plymouth.

I am, &c.,

JAM'S COOK.

1778

CAPTAIN COOK'S SECRET INSTRUCTIONS.*

6 July.

By the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c.

Secret instructions for Captain James Cook, commander of his Majesty's sloop Resolution.

A northern
passage.

Confidence
in Cook.

WHEREAS the Earl of Sandwich has signified to us his Majesty's pleasure that an attempt should be made to find out a northern passage by sea from the Pacific to the Atlantic Oceans, and whereas we have in pursuance thereof caused his Majesty's sloops Resolution and Discovery to be fitted in all respects proper to proceed upon a voyage for the purpose above mentioned, and, from the experience we have had of your abilities and good conduct in your late voyages, have thought fit to entrust you with the conduct of the present intended voyage, and with that view appointed you to command the first-mentioned sloop, and directed Captain Clerke, who commands the other, to follow your orders for his further proceedings: You are hereby required and directed to proceed with the said two sloops directly to the Cape of Good Hope, unless you shall judge it necessary to stop at Madeira, the Cape de Verd, or Canary Islands, to take in wine for the use of their companies; in which case you are at liberty to do so, taking care to remain there no longer than may be necessary for that purpose.

To refresh
at the Cape.

On your arrival at the Cape of Good Hope you are to refresh the ships' companies, and to cause the sloops to be supplied with as much provisions and water as they can conveniently stow.

Kerguelen
Island.

You are, if possible, to leave the Cape of Good Hope by the end of October or the beginning of November next, and proceed to the southward in search of some island said to have been lately seen by the French in the latitude of 48° 00' south, and about the meridian of Mauritius. In case you find those islands, you are to examine them thoroughly for a good harbour, and upon discovering one make the necessary observations to facilitate the finding it again, as a good port in that situation may hereafter prove very useful, altho' it should afford little or nothing more than shelter, wood, and water. You are not, however, to spend too much time in looking out for those islands, or in the examination of them if found, but proceed to Otaheite or the Society Isles (touching at New Zealand in your way thither if you should judge it necessary and convenient), and taking care to arrive there time enough to admit of your giving the sloops' companies the refreshment they may stand in need of before you prosecute the farther object of these instructions.

Refresh at
Otaheite.

* These instructions, although published in the Introduction to Cook's *Voyage to the Pacific Ocean in 1776-80*, are reprinted here.

Upon your arrival at Otaheite, or the Society Isles, you are to land Omiah* at such of them as he may chuse, and to leave him there. 1776
6 July.

You are to distribute among the chiefs of those islands such part of the presents with which you have been supplied as you shall judge proper, reserving the remainder to distribute among the natives of the countries you may discover in the Northern Hemisphere; and having refreshed the people belonging to the sloops under your command, and taken on board such wood and water as they may respectively stand in need of, you are to leave those islands in the beginning of February, or sooner if you should judge it necessary, and then proceed in as direct a course as you can to the coast of New Albion,† endeavouring to fall in with it in the latitude of 45° 00' north, and taking care in your way thither not to lose any time in search of new lands, or stop at any you may fall in with, unless you find it necessary to recruit your wood and water. New Albion.

You are also, in your way thither, strictly enjoined not to touch upon any part of the Spanish dominions on the western continent of America, unless driven thither by some unavoidable accident, in which case you are to stay no longer there than shall be absolutely necessary, and to be very careful not to give any umbrage or offence to any of the inhabitants or subjects of his Catholic Majesty. And if, in your farther progress to the northward, as hereafter directed, you find any subjects of any European prince or State upon any part of the coast you may think proper to visit, you are not to disturb them or give them any just cause of offence, but, on the contrary, to treat them with civility and friendship. Foreign Powers.

Upon your arrival on the coast of New Albion you are to put into the first convenient port to recruit your wood and water and

* Omiah, or Omai, as Captain Cook spelt the name, was a native of the island which Cook called Ulietea, but which is now known as Raiatea. It is one of the Society Group, and lies in latitude 16° 50' S., and longitude 151° 24' W. When Cook visited these islands in September, 1773, Captain Furneaux—who was in charge of the Adventure—allowed Omai, then a young man who had been despoiled of his property by neighbouring islanders, to remain on board his vessel. He was taken to England; and there, it is reported (*Cook's Voyage towards the South Pole*, vol. i, p. 170), he "was caressed by many of the principal nobility," but "did nothing to forfeit the esteem of any one of them."

In the *Memoirs of the Colman Family*, vol. i, p. 358, *et seq.*, will be found a lively account from the pen of George Colman, the younger, of an expedition into the northern parts of England, with a party which included Sir Joseph Banks and Omai. The latter is described as being "dressed, while in England, in a reddish-brown coat and breeches, with a white waistcoat made in English manner, and in which he appeared perfectly easy."

In October, 1777—i.e., after four years' absence—Omai was landed at the island of Huahine by Captain Cook, and an agreement made with the principal men of the island for a grant of land for his use.—(*Cook's Voyage to the Pacific Ocean*, vol. ii, p. 91, *et seq.*) The transport Lady Penrhyn touched at the island in 1788. Omai was then dead; and Captain Cook's fears, that the islanders would dispute his possession of the novelties he brought from England, proved to be too well-founded.

† New Albion (now California). Sir Francis Drake landed on this part of the western coast of North America in June, 1579, to refit, and took possession of it in the name of his Royal Mistress, Queen Elizabeth of England, "not without ardent wishes that this acquisition might be of use to his native country." The territory appears to have been first visited by Cortez, in 1537.

The name New Albion was discarded by the Franciscan Friars, who settled there in 1767, in favour of California, compounded from the Spanish words *Caliente farnella* ["hot furnace"]—a name suggested by the climate.

1776

6 July.

A northern
passage.Discretion-
ary powers.An alterna-
tive.Observa-
tions to be
made.

procure refreshments, and then to proceed northward along the coast as far as the latitude of 65° , or further if you are not obstructed by lands or ice, taking care not to lose any time in exploring rivers or inlets, or upon any other account, until you get into the before-mentioned latitude of 65° , where we could wish you to arrive in the month of June next. When you get that length you are very carefully to search for and to explore such rivers or inlets as may appear to be of a considerable extent and pointing towards Hudson's or Baffin's Bay; and if from your own observations, or from any information you may receive from the natives (who there is reason to believe are the same race of people and speak the same language, of which you are furnished with a vocabulary, as the Esquimaux), there shall appear to be a certainty, or even a probability, of a water passage into the afore-mentioned bays, or either of them, you are in such case to use your utmost endeavours to pass through one or both of the sloops, unless you shall be of opinion that the passage may be effected with more certainty or with greater probability by smaller vessels, in which case you are to set up the frames of one or both the small vessels with which you are provided; and when they are put together, and are properly fitted, stored, and victualled, you are to dispatch one or both of them under the care of proper officers, with a sufficient number of petty officers, men, and boats, in order to attempt the said passage, with such instructions for their rejoining you if they should fail, or for their farther proceedings if they should succeed in the attempt, as you shall judge most proper. But, nevertheless, should you find it more eligible to pursue other measures than those above pointed out in order to make a discovery of the before-mentioned passage (if any such there be), you are at liberty, and we leave it to your own discretion, to pursue such measures accordingly.

In case you shall be satisfied that there is no passage through to the above-mentioned bays sufficient for the purposes of navigation, you are at the proper season of the year to repair to the port of St. Peter and St. Paul,* in Kamtschatka, or wherever else you shall judge more proper, in further search of a north-east or north-west passage from the Pacific Ocean into the Atlantic Ocean or the North Sea; and if, from your own observation or any information which you may receive, there shall appear to be a probability of such a passage, you are to proceed as above directed; and having discovered such passage, or failed in the attempt, make the best of your way back to England by such routes as you may think best for the improvement of geography and navigation, repairing to Spithead with both sloops, where they are to remain till further order.

At whatever places you may touch in the course of your voyage, where accurate observations of the nature hereafter mentioned

* Petropaulovski.

have not already been made, you are, as far as your time will allow, very carefully to observe the true situation of such places, both in latitude and longitude ; the variation of the needle ; bearing of headlands ; height, direction, and course of the tydes and currents ; depths and soundings of the sea ; shoals, rocks, &c. ; and also to survey, make charts, and take views of such bays, harbours, and different parts of the coast, and to make such notations thereon as may be useful either to navigation or commerce. You are also carefully to observe the nature of the soil and the produce thereof ; the animals and fowls that inhabit or frequent it ; the fishes that are to be found in the rivers or upon the coast, and in what plenty ; and in case there are any peculiar to such places to describe them as minutely and to make as accurate drawings of them as you can ; and if you find any metals, minerals, or valuable stones, or any extraneous fossils, you are to bring home specimens of each ; and also of the seeds of such trees, shrubs, plants, fruits, and grains peculiar to those places as you may be able to collect, and to transmit them to our Secretary, that proper examination and experiments may be made of them. You are likewise to observe the genius, temper, disposition, and number of the natives and inhabitants where you find any—making them presents of such trinkets as you may have on board and they may like best—inviting them to traffick, and showing them every kind of civility and regard, but taking care, nevertheless, not to suffer yourself to be surprized by them, but to be always on your guard against any accidents.

1776

6 July.

Magnetic
variation,
tides and
currents.Natural
products.

Minerals.

Ethnology.

You are also, with the consent of the natives, to take possession in the name of the King of Great Britain, of convenient situations in such countries as you may discover, that have not already been discovered or visited by any other European Power, and to distribute among the inhabitants such things as will remain as traces and testimonies of your having been there ; but if you find the countries so discovered are uninhabited, you are to take possession of them for his Majesty by setting up proper marks and inscriptions as first discoverers and possessors.

Annexation.

But for as much as in undertakings of this nature several emergencies may arise not to be foreseen, and, therefore, not particularly to be provided for by instructions beforehand, you are in all such cases to proceed as you shall judge most advantageous to the service on which you are employed.

Discretion-
ary powers.

You are by all opportunities to send to our Secretary, for our information, accounts of your proceedings, and copies of the surveys and drawings you shall have made ; and upon your arrival in England you are immediately to repair to this office in order to lay before us a full account of your proceedings in the whole course of your voyage, taking care before you leave the sloops to demand from the officers and petty officers the log-books and journals they

To report
progress.Officer
journals.

1776

8 July.

may have kept, and to send them up for our inspection, and enjoining them and the whole crew not to devulge where they have been until they shall have permission so to do. And you are to direct Capt'n Clerke to do the same with respect to the officers and petty officers and crew of the Discovery.

How to act
in case of
accident.

If any accident should happen to the Resolution in the course of the voyage so as to disable her from proceeding any further, you are, in such case, to remove yourself and her crew into the Discovery, and to prosecute your voyage in her, her commander being hereby strictly required to receive you on board, and to obey your orders the same in every respect as when you were actually on board the Resolution; and in case of your inability by sickness or otherwise to carry these instructions into execution, you are to be careful to leave them with the next officer in command, who is hereby required to execute them in the best manner he can.

Given under our hands, the 6th day of July, 1776.

SANDWICH.

By command of their Lordships,

SPENCER.

H. PALLISER.

CAPTAIN COOK TO SECRETARY STEPHENS.

9 July.

Sir,

Resolution, sloop, in Plym. Sound, 9 July, '76.

Receipt of
instructions.

I am to acknowledge the receipt of your letter of the 6th instant, with the secret instructions therein mentioned, and the two orders regarding Mr. Webber and Omai, all of which shall be duly attended to.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO MR. BANKS* (Banks Papers).

10 July.

Dear Sir,

Plymouth Sound, 10 July, 1776.

Botanical
descriptions.

As you was so obliging as to say you would give a description of the New Zealand spruce tree, or any other plant, the drawing of which might accompany my journal, I desired Mr. Strahan and Mr. Stuart, who have the charge of the Publication, to give you extracts out of the manuscript of such descriptions as I had given (if any), for you to correct or describe yourself, as may be most agreeable. I know not what Plates Mr. Forster may have got engraved of natural history that will come into my books; nor do I know of any that will be of use to it but the spruce tree and tea plant and scurvey grass, and I know not if this last is engraved. The flax-plant is engraved, but whether the publishing of this in my journal will be of any use to seamen I shall not determin. In short, whatever plates of this kind falls to my share I shall hope for your kind assistance in giving some short account of them. On my arrival here I gave Omai three guineas.

Cook's pub-
lications.

The flax-
plant.

Omai.

* The original of this letter is in the possession of the Government.

FACSIMILE OF CAPTAIN COOK'S LETTER TO JOSEPH BANKS.

[10TH JULY, 1778.]

your improvement of Navigation History that will
come into use in the future is of great importance and will
be of use to it but the opinion is that it will
and never be used if it is not of use to the public
is in question. The only place is in the public
but whether the probability of their in my service
will be of any use to the public. I have not determined
In short the probability of their in my service

to my dear & noble Regent for your kind
assistance in giving some short account of them
on my arrival here I gave some trifles
which sent him on them in high spirits, indeed
he could hardly be otherwise for he is very much
convinced here by every person of note and
opinion that these people

will be all right

which sent him on shore in high spirits ; indeed, he could hardly be otherwise, for he is very much carressed here by every person of note, and upon the whole I think he rejoices at the prospect of going home. 1776
10 July.

I now only wait for a wind to put to sea. Unless C. Clerke makes good haste down he will have to follow me. S'r Jno. Pringle writes me that the Council of the Royal Society have decreed me the prize medal of this year. I am obliged to you and my other good friends for this unmerited honor. Cook's modesty.

Omai joins his best respects to you and Dr. Solander with

Your, &c.,

JAM'S COOK.

CAPTAIN CLERKE TO MR. BANKS (Banks Papers).

Dear Sir,

Friday morning [no date.]*

I am very sorry to inform you that now I am fairly cast away—the damnation Bench of Justices fell out among themselves, upset and fairly frustrated the friendly intentions of Sir Fletcher Norton,† &c.—wrote a rascally letter, hoping that I would not find any inconvenience from it, and put off the adjournment to Monday sen' night. Now, you know, this is quite beyond our reach—it seems the whole legends of the Bench do not furnish such another incident—indeed, there's a fatality attends my every undertaking—those people whom I most honour and esteem, that favour me with the name of friend, to them I become a trouble and burthen ; however, though we cannot help misfortunes, we can help deserving them, and I am determined that want of gratitude and attention shall never be an accusation against me ; therefore I'm resolved to decamp without beat of drum, and if I can, outsail the Israelites, get to sea, and make every return in my power. I think I had better write to Lord Sandwich‡ to thank him, as I cannot now wait upon him, for my visitations must be very private, and ask him if he has any orders for me ; do tell me what I must do on that head, and if you would have me wait upon you ere I depart, &c., &c., and believe me, in prosperity or adversity,

Durance
ville.

Financial
difficulties.

Yours, &c.,

CHAS. CLERKE.

I have sent the log-books, &c. In the marvel-coloured book you'll find the best accounts of lands, &c., &c., &c.

* This letter was evidently written a short time prior to the one which follows it.

† Sir Fletcher Norton, one of the leading Common Law advocates of the day ; engaged by the Crown in the famous prosecution of Wilkes ; Speaker of the House of Commons, 1770 to 1781 ; created Baron Grantley, 1782.

‡ The Earl of Sandwich was, at the date of this letter, First Lord of the Admiralty.

1776

CAPTAIN CLERKE TO MR. BANKS (Banks Papers).

Dear Sir,

Friday Eve.*

Exasperated
Jews.The run to
the Cape.

I this day received a letter from Lord Sandwich acquainting me he shall certainly order the Discovery to sea very soon, in short, giving me to understand that if I cannot leave town by the 10th or 11th instant I must give all up; now, that completes the wretchedness of my situation. I find the Jews are exasperated and determined to spare no pains to arrest me if they could once catch me out of the rules of the Bench; this you know would be striking the finishing stroke. Let me, my good friend, intreat the influence of your friendship here. I shall certainly be clear'd the 16th or 18th instant, and shall then be happy. If the Resolution sailed to-morrow I should be soon enough at the Cape for our every purpose. She must water on her way upon account of the live cattle, &c., she has on board. I have no such impediment, but shall run there without interruption. At the Cape, your bread which you bespeak is bak'd, and various other matters prepar'd which never takes up less than a fortnight before you can get them. If Capt. Cook should get here before me he can bespeak my 'quantum, which you know he's very well acquainted with, and I certainly shall not be a great while after him; at any rate, I trust you will try what can be done for your castaway but everlastingly gratefull,

Oblig'd servant,

CHAS. CLERKE

CAPTAIN CLERKE TO ———.†

1 Aug.

Sir,

Discovery, at Plymouth, 1 August '76.

At
Plymouth.

Small-pox.

Getting
under way.

I must beg the favour of you to acquaint their Lordships that I got down here on Tuesday night. Was busied yesterday in getting two men in lieu of two I've sent to the hospital—one with the small-pox, which was rather an unfortunate precedent; but I've exchanged the only two marines that have not had this distemper for others who have, and among the seamen there are only two who have not had it. These are two very good men, very desirous of going the voyage, and, as the contagion can go no farther, I think I may venture to go on. I shall immediately get under way, and proceed according to their Lordships' instructions, and hope in the course of the voyage to act in such a manner as to render myself not wholly unworthy that distinguish'd indulgence their Lordships have been so good as to favor me with.

I have, &c.,

CHAS. CLERKE

* No date. Cook, in the Resolution, sailed from Plymouth Sound on the 11th July, 1776: the Discovery at that time lying in the Sound waiting for Captain Clerke, who was "detained in London."—(*Cook's Voyage to the Pacific Ocean*, vol. 1, p. 9.) From this it is evident that the above letter was written on the evening of Friday, the 5th July, 1776: the letter which precedes it having been, most likely, written on the morning of the same day, or else on the previous Friday.

† Evidently to Secretary Stephens.

CAPTAIN COOK TO SECRETARY STEPHENS.

1776

Sir,

Resolution, Teneriff, 3 August, 1776.

3 Aug.

After leaving Plymouth, I found I had not provisions on board for the stock I am carrying to the South Sea Islands to last to the Cape of Good Hope, and was under a necessity to put in somewhere to get more, and made choice of this island, where I arrived two days ago, and having got what I wanted, am getting under sail to proceed on the voyage.

The commissariat.

I am, &c.,

JAM'S COOK.

CAPTAIN COOK TO SECRETARY STEPHENS.

Resolution, Cape of Good Hope,

Sir,

23 October, 1776.

23 Oct.

I beg you will be pleased to acquaint the Right Hon. the Lords Commissioners of the Admiralty that I sailed from the Island of Teneriffe on the 4th of August, and without stopping any where arrived at this place on the 18th instant, and am now persuing the necessary measures for putting the ship in a condition to proceed on the voyage. The Discovery is not yet arrived.

At the Cape.

I am, &c.,

JAM'S COOK.

CAPTAIN CLERKE TO MR. BANKS* (Banks Papers).

Discovery, at the Cape of Good Hope,

My Dear Sir,

23 November, 1776.

23 Nov.

Here I am hard and fast moor'd alongside my old friend Capt'n Cook, so that our battles with the Israelites cannot now have any ill-effects upon our intended attack upon the North Pole. I think I acquainted you from Plymouth, on the 1st of August, that I was getting under way; I then got a good outset with a fresh easterly breeze, and made a very good passage to within a few leagues of this land without any kind of accident befalling us but the loss of the corporal of marines by unfortunately falling overboard soon after we had enter'd the Southern Hemisphere. We had a little of the small and abundance of the French pox amongst us at our sailing, but all hands were perfectly cleans'd and perfectly healthy at our arrival here. The sour crout and portable soup, with now and then a few albetrosses, we find a most salutary diet. I made this land on the 30th of October, and should have been in with all facility the next day, but a confounded gale from the S.E. sprung up and blew with violence enough, I thought, to upset the Table Hill; however, in spite of my blood it drove me off the coast again and detained me at sea till the 9th of this month, when I got in and found the Resolution had then been here three weeks, and, of course, had got all my provisions, &c., in good forwardness for embarking. Capt. Cook set the bakers

Old friends.

The passage to the Cape.

A gale.

* Endorsed in Mr. Banks's handwriting, "Capt. Clerke, May, 1777."

1776

23 Nov.

The law's
delay.A protégé
of Banks.

Farewell.

to work immediately upon his arrival, and the last of my bread was baked on the 21st instant. I shall be ready for sea by the 25th or 26th; the Resolution is not yet quite compleat, so that those curs'd procrastinations the gentlemen of the law plagued us with will exceedingly little, if at all, impede our leaving this place. Your man Nelson is one of the quietest fellows in nature; he seems very attentive, and, I hope, will answer your purpose very well. I flatter myself I need not assure you of every attention of mine towards his giving you all satisfaction. He has made a trip up the country here with Gore, who is very well, and desires his respects and compliments to you and the good doctors, to whom I mean presently to address myself. I have executed your commissions to Mr. Prihm and Mr. Brand* [Brandt], who both seem much pleased with your compliments. We shall now sail in a very few days, and return to the old trade of exploring, so can only say adieu, adieu, my very good friend. Be assured that happen what will it is wholly out of the power of duration of time or length of space in the least to alleviate that sense of gratitude your goodness has inspir'd, but, indeed, I shall ever endeavour upon all and every occasion to acquit myself, dear sir,

Yours, &c.

CHAS. CLERKE.

Ready for
sea.

Nov. 29th.†—We are now all ready for the sea, and shall certainly this evening or to-morrow morning proceed. I was oblig'd to go and get my letter again, and make this addition. At my first arrival here Mr. Brand [Brandt] offer'd to take upon himself the expences of Nelson. I told him there was no necessity for it; I should settle all his matters. I have now settled all my accounts, &c., but just now found that two of my boys had spent all their money, and were fairly in pawn, so I thought the easiest way was to give Brand the receipt of Nelson's for 31 rix dollars, which I have here advanced him, which you will repay, take the dollars from him, and make him your creditor for that sum. We are now all hurry, so have only time to say adieu, adieu, for a long, and I hope a good, campagne. Adieu!

CAPTAIN COOK TO SECRETARY STEPHENS.

23 Nov.

Cook's
letters.

Sir,

Cape of Good Hope, 28 November, 1776.

I did myself the honour to write to you by a French ship on the 23rd of last month, and by the Hampshire, Indiaman, on the 5th instant.‡ On the 10th, Captain Clerke arrived, by whom I received your letter of the 20th of July,§ and the several things

* Mr. Brandt was a prominent merchant at Cape Town, at whose house it was customary for the officers of British vessels to reside during their stay in port.

† The vessels sailed on the following morning—the 30th November, 1776

‡ This letter of the 5th November, 1776, is missing.

§ This letter is also missing.

therein mentioned, which I shall duly attend to. The work necessary to be done to the Discovery, and the bakers failing to bake the bread I had ordered for her, thinking if she did not arrive it would be left on their hand, has detained me here some days longer than I expected. I am now ready to put to sea with the first wind, having filled the sloops with provisions, and made some considerable addition to the live stock on board the Resolution, intended to be sent to Otaheite. As I have taken the liberty to do this with a view of serving posterity, by having some to spare to leave on the lands I may touch at before I arrive at that island, I hope it will meet their Lordships' approbation, and that they will order the bill to be honoured which I have taken the liberty to draw on you of this date, in favour of Mr. Christoffel Brand, or order, for the sum of two hundred and fourteen pounds ten shillings and sixpence sterling, in a set of bills of exchange of the same tenor and date, and payable at thirty days' sight, it being for the purchase and keeping the live stock, supporting Omai, and for defraying Mr. Webber's expences, all of which will appear by the enclosed vouchers. A painting which he made of St. Cruz, in the Island of Teneriffe, I have left with Mr. Brand, of this place; to be forwarded to their Lordships by the first safe opportunity:

1776

28 Nov.

Ready for
sea.A philan-
thropic
spirit.

Finance.

I am, &c.,
JAM'S COOK.

THE LORDS OF THE ADMIRALTY TO LIEUTENANT YOUNG.

1777

Extract of Instructions to Lieutenant Young, commanding the Lyon, armed vessel, dated 13th March, 1777.

13 March.

WHEREAS, in pursuance of the King's pleasure, signified to us by the Earl of Sandwich, his Majesty's sloops named in the margin* have been sent out under the command of Captain Cook, in order, during this and the ensuing year, to attempt the discovery of a northern passage by sea from the Pacific to the Atlantic Ocean, and for that purpose to run up as high as the latitude of 65° north, where it is hoped he will be able to arrive in the month of June next, and there, and as much further to the northward as in his prudence he shall think proper, very carefully to search for and explore such rivers or inlets as may appear to be of a considerable extent, and pointing to Hudson's or Baffin's Bay, on the North Sea; and upon finding any passage through, sufficient for the purposes of navigation, to attempt such passage with one or both of the sloops, or, if they are judged to be too large, with smaller vessels, the frames of which have been sent out with him for that purpose; and whereas, in pursuance of his Majesty's further pleasure, signified as aforesaid, the armed vessel under

Young's
instructions.Cook's
movements

* Resolution and Discovery.

1777
13 March. your command hath been fitted in order to proceed to Baffin's Bay, with a view to explore the western parts thereof, and to endeavour to find a passage on that side from the Atlantic to the Pacific Ocean, and we have thought fit to entrust you with the conduct of that voyage: You are therefore hereby required and directed to put to sea in the said armed vessel without a moment's loss of time and make the best of your way into Baffin's Bay, and to use your best endeavours to explore the western shores thereof as far as in your judgment the same can be done without apparent risque, and to examine such considerable rivers or inlets as you may discover, and in case you find any through which there may be a probability of passing into the Pacific Ocean you are to attempt such passage, and if you succeed in the attempt, and shall be able to repass it again so as to return to England this year, you are to make the best of your way to Spithead or the Nore, and to remain there until you receive further order, sending us an account of your arrival and proceedings. But if you shall succeed in the attempt, and shall find the season too far advanced for you to return the same way, you are then to look out for the most commodious place to winter in, and to endeavour to return by the said passage as early in the next year as the season will admit, and then to make the best of your way to England as above directed.

Exploration of Baffin's Bay.
A passage to the Pacific.

In case, however, you should not find, or should be satisfied there is not any probability of finding, any such passage, or finding it you should not be able to get through in the vessel you command, you are then to return to England as before mentioned, unless you shall find any branch of the sea leading to the westward which you shall judge likely to afford a communication between the Atlantic and the Pacific Ocean, and which you shall not be able to explore in the course of this year, it being in that case left to your discretion to stay the winter in the most commodious situation you can find, in order to pursue the discovery next year if you shall find it adviseable to do so; and, having discovered such passage or not succeeded in the attempt, you are to make the best of your way back to England as above directed.

Discretionary powers.

LIEUTENANT YOUNG TO ———*

2 April. Sir, Lyon, Peter Head, 2 April, 1777.
A gale. I beg you will be pleas'd to inform their Lordships that I was obliged by a heavy gale of wind at North to put into this bay for shelter and to repair the damages we have sustain'd.

I am, &c.,
WAL. YOUNG.

* Evidently to Secretary Stephens.

LIEUTENANT YOUNG TO SECRETARY STEPHENS.

1777

Lyon, at sea ; Cape Farewell, N.b.W. 19 leags.,

Sir,

6 July, 1777.

6 July.

I beg you will be pleas'd to acquaint their Lordships that I arrived off the island of Disco on the 5th of June. On the 8th I got to the lattd. of 72° 45' N., where we were stopped by the ice. We then coasted the ice to the north end of the island of Disco, and found it a close solid body. On the 14th I got to the above lattd. and found the ice in same state, fixed to the land and impenetrable. From its situation and all the information I have been able to collect, I am persuaded that it is impossible to penetrate farther to the northward ; and as the foggs are sett in, whereby the navigation in so small a space of water has become (from the floating ice and islands) both intricate and dangerous, I could not continue here any longer without imminent danger to his Majestie's brig. I therefore thought it necessary to call at the Danish settlement at Disco for farther information, where I arrived on the 19th, and sailed from thence on the 22nd for England. Inclos'd* with this I send you the state and condition of his Majesty's brig under my command.

A fruitless voyage.

I am, &c.,

WAL. YOUNG.

LIEUTENANT YOUNG TO SECRETARY STEPHENS.

Sir,

Lyon, Deptford, 20 September, 1777.

20 Sept.

I beg you will be pleas'd to acquaint their Lordships that a great part of the presents intended for the Indians are on board the Lyon, and shou'd be glad to know how their Lordships will have them dispos'd off. Inclosed I send you a list of them.†

Presents for the Indians.

I am, &c.,

WAL. YOUNG.

CAPTAIN COOK TO SECRETARY STEPHENS.‡

1778

Sir,

20 October, 1778.

20 Oct.

Having accidentally met with some Russians,§ who have promised to put this in a way of being sent to Petersburg, and as I neither have nor intend to visit Kamtschatka as yet, I take this opportunity to give their Lordships a short account of my proceedings from leaving the Cape of Good Hope to this time.

Obliging Russians.

* The enclosure is not available.

† This list is not available.

‡ This letter is the last one from Cook's pen which the Records contain ; it was written from the Island of Oonalashka—the largest of the Aleutian Isles—off the coast of Alaska. The ships were lying in the harbour of Samganoodha.

§ According to Cook's published account, "Mr. Ismyloff," a Russian, described as the principal person amongst his countrymen in Oonalashka and the neighbouring islands, agreed to take charge of this letter, together with certain charts, and to send them to Kamtschatka or to Okotek the ensuing spring, stating at the same time that he would be at St. Petersburg in the following winter.—(*A Voyage to the Pacific Ocean*, vol. ii, p. 506.) He is apparently identical with the Captain Ishmyloff appointed to succeed Major Behm, post, p. 419.

1778

20 Oct.

Cook's
movements.Kerguelen
Island.Van
Diemen's
Land and
New Zealand
Otaheite.

Live stock.

The Friendly
Isles.

Omai.

Sandwich
Islands.Nootka
Sound.A storm at
sea.

After leaving the Cape, I, pursuant to their Lordships' instructions, visited the island lately seen by the French,* situated between the latitude of $48^{\circ} 40'$ and 50° south, and in the longitude of $69\frac{1}{2}^{\circ}$ E't. These islands abounds with good harbours and fresh water, but produceth neither tree nor shrub, and but very little of any other kind of vegetation. After spending five days on the coast thereof, I quitted it on the 30th of December; just touched at Van Diemen's Land; arrived at Queen Charlotte's Sound, in New Zealand, the 13th February, 1777; left it again on the 25th, and pushed for Otaheite. I found that the Spaniards from Callao had been twice at this island from the time of my leaving it in 1774. The first time they came they left behind them, designedly, four Spaniards, who remained upon the island about ten months; but were all gone some time before my arrival. They had also brought to and left on the island, goats, hogs, and dogs, one bull and a ram, but never a female of either of these species, so that those I carried and put on shore there were highly acceptable. These consisted of a bull and three cows, a ram and five ewes, besides poultry of four sorts, and a horse and mare, with Omai. At the Friendly Isles I left a bull and cow, a horse and mare, and some sheep, in which I flatter myself that the laudable intentions of the King and their Lordships have been fully answered.

I left Omai at Huaheine; quitted the Society Isles the 9th of December; proceeded to the north, and in the latitude of 22° No., longitude 200° east, fell in with a group of islands, inhabited by the same nation as Otaheite, and abounding with hogs and roots.† After a short stay at these islands, continued our rout for the coast of America, which we made on the 7th of last March,‡ and on the 29th, after enduring several storms, got into a port in the latitude of $49\frac{1}{2}^{\circ}$ north.§ At this place, besides taking in wood and water, the Resolution was supplied with a new mizen-mast, fore-topmast, and her foremast got out and repaired.

I put to sea again the 26th of April, and was no sooner out of port than we were attacked by a violent storm, which was the occasion of so much of the coast being passed unseen. In this gale the Resolution sprung a leak, which obliged me to put into a port in the latitude of 61° , longitude 213° east. In a few days I was again at sea, and soon found we were on a coast where every

* Kerguelen Island, see ante, p. 370, note.

† The Sandwich Islands, so named by Cook in honour of the Earl of Sandwich, First Lord of the Admiralty.—(Ante, p. 346, note.) They were discovered at daybreak on the morning of the 18th January, 1778. It is an open question whether these islands had not been visited by Europeans at a very early period; but there can be no doubt but that, even if such was the case, all knowledge of their existence, certainly of their locality, had been long since lost; consequently, whichever view is taken of the matter, the credit accruing to Cook remains the same. The whole question is discussed at length in Jarves's *History of the Hawaiian Islands*.

‡ The coast of America was made in latitude $44^{\circ} 33' N$.

§ This port Cook called King George's Sound. He, however, mentions that the native name was Nootka, by which it has since been generally known. It is situated on the western coast of Vancouver Island.

step was to be considered, where no information could be had from maps, either modern or ancient ; confiding too much in the former, we were frequently misled, to our no small hinderence.

1773

20 Oct.

On an extensive coast altogether unknown, it may be thought needless to say that we met with many obstacles before we got through the narrow strait that divides Asia from America, where the coast of the latter takes a N.E. direction. I followed it, flattered with the hopes of having at last overcome all difficulties, when, on the 17th of August, in the latitude $70^{\circ} 45'$, longitude 198° east, we were stopped by an impenetrable body of ice, and had so far advanced between it and the land before we discovered it that little was wanting to force us on shore.

Behring Strait.

Baffled by the ice.

Finding I could no longer proceed along the coast, I tried what could be done farther out, but the same obstacle everywhere presented itself quite over to the coast of Asia, which we made on the 29th of the same month, in the latitude of $68^{\circ} 55'$, longitude $180\frac{1}{2}^{\circ}$ east. As frost and snow, the forerunners of winter, began to set in, it was thought too late in the season to make a farther attempt for a passage this year in any direction ; I therefore steered to the S.E., along the coast of Asia, passed the strait above mentioned, and then stood over for the America coast, to clear some doubts, and to search, but in vain, for a harbour to compleat our wood and water. Wood is a very scarce article in all these northern parts, except in one place there is none upon the sea-coast but what is thrown ashore by the sea, some of which we got on board, and then proceeded to this place, where we had been before to take in water. From hence I intend to proceed to Sandwich Islands,* that is those discovered in 22° north latitude ; after refreshing there, returned to the north by the way of Kamtschatka, and the ensuing summer make another and final attempt to find a northern passage, but I must confess I have little hopes of succeeding—ice, though an obstacle not easily surmounted, is perhaps not the only one in the way. The coasts of the two continents is flat for some distance off, and even in the middle between the two the depth of water is inconsiderable ; this and some other circumstances all tending to prove that there is more land in the frozen sea than as yet we know of where the ice has its source, and that the polar part is far from being an open sea.

Frost and snow.

Steer southwards.

Winter at the islands.

The summer campaign.

A polar continent.

There is another discouraging circumstance attending the navigating these northern parts, and that is the want of harbours where a ship can occasionally retire to secure herself from the ice, or repair any damage she may have sustained. For a more particular description of the America coast. I beg leave to refer to the enclosed chart, which is hastily copied from an original of the same scale.

Dearth of harbours.

* Cook proceeded to the Sandwich Islands, and it was while there that he was massacred.

1778
20 Oct.
An active
spirit.

A healthy
crew.

The reason of my not going to the harbour of St. Peter and St. Paul, in Kamtschatka, to spend the winter, is the great dislike I have to lay inactive for six or eight months, while so large a part of the Northern Pacific Ocean remains unexplored, and the state and condition of the ships will allow me to be moving. Sickness has been little felt in the ships, and scurvy not at all. I have, however, had the misfortune to lose Mr. Anderson, my surgeon, who died of a lingering consumption two months ago, and one man some time before of the dropsey, and Captain Clerke had one drowned by accident, which are all we have lost since we left the Cape of Good Hope.

Stores and
provisions.

Stores and provisions we have enough for twelve months, and longer without a supply of both will hardly be possible for us to remain in these seas, but whatever time we do remain shall be spent in the improvement of geography and navigation by

Yours, &c.,
JAMES COOK.

[Addendum to the above letter.]

Resolution, at the Island of Unalaschka, on the coast of America, in the latitude of 53° 55' north, longitude 192° 30' east from Greenwich, the 20th of October, 1778.

New land.

ISLANDS discovered in the voyage, and not mentioned in this letter :—

			Lat.	Long.
Mangia-nooe-nai-naiwa	...	21° 57' So.	201° 53' E.	
Wanbin	... ..	20° 01' So.	201° 45'	
Tooboi	... ..	23° 25' So.	210° 24'	

These three islands are inhabited; there is anchorage and good landing at the last, but not at the others. Christmas Island, lat. 1° 55' north, long. 202° 40' east; a low, barren, uninhabited island, with anchorage on the west side; it abounds with turtle, but has no fresh water.

Besides these islands, we visited some not known before, lying between 19° and 20° south, adjoining to and making a part of the Friendly Islands.

DIGEST OF THE FOREGOING LETTER BY MR. BANKS (Banks Papers).

[The following digest of the foregoing letter, in the handwriting of Mr. (afterwards Sir Joseph) Banks, is amongst the collection of MSS. purchased by the Government from Lord Brabourne. It is endorsed by Banks—"Captain Cooke's letter, abstract." He invariably spelt Cook's name with a final "e."]

Kerguelen
Island.

30 Decr., 1776.—Islands lately seen by the French.* Latitude, 48° 40' 50" S.; longitude, 69½ E. Good harbors; plenty of water; no shrubs or trees; little vegetation; staid five days on the coast; left it; touched at Van Diemen's Land.

New
Zealand.

13 Feb., 1777.—Came to Queen Charlotte's Sound.

* Kerguelen Island. Ante, p. 370, note.

25. Wolves & Saulty of 4 sorts &
a Horse & mare with omar
left at the Grindly Isles a Bull & Cow
a Horse & mare & some sheep
left omar at Huachema

Dec: 9 left for Isles proceeded N.

N.

discovered a Grinnip of blands — 22. 200

inhabited by the same Nation as Flathe
& abounding with Hops & roots

1770

March 7 made the Coast of America —

29 got into a port other many storms — 49^h

08:05:100h

as winter was setting in (steered)

as winter was setting in (steered
S.E. along the Coast of Asia past
the Strait above mentioned) as
stead over for the American Coast
to reach for wood etc. say 12 in
fair for Harbor the Coast has no
wood but drift except in one place
got some on board & proceeded to
the place where we had been
before.

Oct: 20 1758

Islands discovered in the Voyage
not mentioned in this letter

Mangia-hooe-nai-naia	—	21:57.	201 53
Wan-tieu	—	20:01	201 45
Goo-booi	—	23:25'	210 24

These 3 are inhabited with anchorage
& good landing at the last but not the
others

es Letta

et

25 Feb., 1777.—Left it, and pushed for Otaheite, but met an easterly wind which lasted till the season was so far spent that want of provision for cattle, water, &c., made it necessary to bear away for the Friendly Isles. 1778
20 Oct.

Augst., 1777.—Arrived at Otaheite; found that the Spaniards from Otaheite. Calloa had been twice there since we; had left four men and taken them off again, likewise goats, hogs, dogs, &c., ram and bull, but no females. Left at Otaheite a bull and three cows, a ram and five ewes, and poultry of four sorts, and a horse and mare with Omai.* Left at the Friendly Isles a bull and cow, a horse and mare, and some sheep. Left Omai at Huaheine.

9 Decr., 1777.—Left for Isles, proceeded N.; discovered a group of Sandwich islands. Latitude, 22° N.; longitude, 200°. Inhabited by the same nation as Otaheite, and abounding with hogs and roots. Islands.

7 March, 1778.—Made the coast of America.

29 March, 1778.—Got into a port after many storms. Latitude, 49° N. Got here wood and water, a new mizen and foretopmast.

26 April, 1778.—Put to sea; met a violent storm in which the Resolution sprang a leak, and passed much of the coast. Put into port. Latitude, 61°; longitude, 213°. Stayed but a few days; when at sea found the coast quite unlike any draught of it, ancient or modern; met with many obstacles before we passed the narrow streight which divides Asia from America, where the coast of America takes a N.E. direction; I followed it in hopes of having overcome all difficulty. On the American coast.

17 Augst., 1778.—Stopped by an impenetrable body of ice (latitude, 70° 45'; longitude, 198°), and were almost driven ashore; tried and found the same barrier to stretch quite over to Asia. Stopped by the ice.

29 Augst., 1778.—Made the coast of Asia. Latitude, 68° 55'; longitude, 180½°. As winter was setting in steered S.E. along the coast of Asia; passed the streight above mentioned and steered over for the American coast to search for wood, &c.; sought in vain for a harbor. The coast has no wood but drift, except in one place; got some on board and proceeded to the place where we had been before. I intend to search again next year for a passage, but despair. Ice is not the only obstacle, the coasts of the two continents are flat for some distance off; in the middle between the two is little depth of water, which, with other circumstances, tends to prove that there is more land in the frozen sea than as yet we know of, where the ice has its source, and that the Polar part is far from being an open ice. Have lost Mr. Anderson a month ago; one man of a dropsy and one of C. Clarke drowned; crew healthy, no scurvy. Resolution at the island of Unalaschka, on the coast of America. Latitude, 53° 55'; longitude, 192° 30'. On the coast of Siberia.

20 Octr., 1778.—Islands discovered in the voyage not mentioned in this letter:—Mangia-nooe-nai-naiwa; latitude, 21° 57' S.; longitude, 201° 53'. Wantiere; latitude, 20° 1' S.; longitude, 201° 45'. Toobooi; latitude, 23° 25' S.; longitude, 210° 24'.† These three are inhabited, with anchorage and good landing at the last, but not the others. Christmas Island; latitude, 1° 55'; longitude, 202° 40'. Low, barren, and uninhabited; anchorage on the W. side; plenty of turtle; no water‡; besides these we saw some not before known between 19° and 20° S., part of the Friendly Isles. Newly-discovered lands.

* The horse and mare were left with Omai at Huaheine. Ante, p. 410.

† Cook's Voyages give these islands as Mangeea, Woteeoo, and Toobonai; they were discovered on the 29th March, 31st March, and 8th August, 1777, respectively.

‡ Discovered 24th December, 1777.

1779

CAPTAIN CLERKE TO SECRETARY STEPHENS.

Resolution, in the harbour of St. Peter and St. Paul,*

8 June.

Sir,

Kamtschatka, 8 June 1779.

Clerke in
command.The Sand-
wich Isles.Supplies
from the
natives.Friendly
relations.The Resolu-
tion in a
gale.

The natives

steal a boat.

In consequence of the resolution expressed by Captain Cook in the accompanying letter,† having compleated our water, &c., we left Samganoodeha on the 26th of October [1778], and made the best of our way to the southward towards the Sandwich Isles. As we had seen a large island to the eastward when we were last among them, which being directly to windward we could not possibly come near, Captain Cook conjectured there might probably be others extending still farther in that direction, and in this idea run into their parallel 3 or 4 degrees to the eastward of those we had before discovered, and fortunately found his conjectures verified by falling in near the eastern extreme of an extensive and most luxurious groupe of isles on the 26th of November. We stood off and on the two easternmost of these isles, called Mow'wee and O'why'he, having weathered the eastern extreme of O'why'he, which is the weathermost and easternmost of the groupe, on the 25th of December. During this time we were abundantly supplied by the natives whenever we stood near the shore with hogs, fowls, bread-fruit, Tarrow (Taro?), plantains, &c. On the 17th we anchored in a bay called Cara'ca-cooah,‡ on the western side of O'why'he, where we had a most lavish supply of excellent hogs and fruits in their most perfect state. Here we continued in the utmost harmony with the natives, whose benevolence and friendship exceeded everything we had ever before met with, till Thursday, the 4th of February, when we parted upon the best terms and put to sea. Unfortunately, on the 8th, being still standing off and on the western side of O'why'he, in a heavy squall of wind, the Resolution sprung her foremast, and as we knew of no place so convenient for getting it out as the bay we left, Captain Cook returned there for that purpose. We reached it again and anchored on the 11th, when we secured our ships, got the observatories and foremast on shore, renewed our friendship with our old acquaintance, and went on as usual; but they now show'd a much stronger propensity to thieving than we had thus far occasion to complain of, and some of them made very audacious and impudent thefts. On the night of the 13th they took my large cutter from the buoy where she was moored. In the morning, at daylight, I waited upon Captain Cook and acquainted him with it, and he soon after went on shore to talk with the chief, King Terreoboo, upon the subject. Captain Cook took with him the

* This settlement is situated on the eastern shore of Kamtschatka. The anglicised form of the Russian name "Petropaulovski" is now seldom used.

† Captain Clerke evidently enclosed a copy of Captain Cook's letter to the Admiralty of the 20th October, 1778, sent from Oonalashka. Ante, p. 409.

‡ The Karakakooa Bay of Captain Cook.

lieutenant* [Mr. Molesworth Philips], sergeant, and nine marines. 1779
 At his landing he was received with the accustomed respect they 8 June.
 upon all occasions paid him, which more resembled that due to a deity than a human being,† was conducted to the King, and they Cook a god.
 conversed together with their usual sociality. They were surrounded by a vast concourse of the natives, who appeared, as upon all these occasions, as idle spectators; but there were among them some very insolent, ill-disposed fellows, for one of them carried his insolence so far that Captain Cook fired at him, though in the midst of this mob, with a load of small shot, which, though it did no mischief, for the shot were too small to penetrate the rascal's mat he had about him, still it exceedingly exasperated the whole, producing an universal murmur, and they soon proceeding to acts of violence, Captain Cook fired a second time, and killed a man, when they immediately made a general attack upon him and his marines, who were drawn up by him; the soldiers immediately fired, but before they could reload their pieces the Indians broke in upon them, killed Captain Cook, four of his party, and wounded the lieutenant, sergeant, and two others, and would have destroyed them every man had not the launch and pinnace, who were lying close to the shore where this unhappy fray fell out, by a smart fire in some measure kept them aloof, and picked up those who were not rendered incapable of reaching them. The boats, having exhausted their ammunition, returned to the Resolution, and soon after Lieutenant Williamson,‡ who commanded them upon this service, came on board the Discovery and gave me the melancholy account of his expedition, for I had at this time not a boat on board, they being employed as Captain Cook had disposed them. The charge and command now, of course, devolving upon me, I proposed taking a strong party on shore, and by chastizing these people very severely, convince them how much they were in our power, but the Lieutenants Williamson and Phillips argued that they had shewn upon this occasion an extraordinary degree of courage which this success would by no means diminish, that they were exceeding numerous, and had great advantages in their retreats behind the stone walls, &c., that though the firearms in the end must carry all before them, still it was most probable we should lose some, and possibly many, of our people in the attempt. Upon these considerations I gave over all thought of this kind, and as I saw very numerous bodies of people assem-

The first shot.
 A general mêlée.
 Death of Cook.
 Subsequent proceedings.
 Lex talionis.
 Better counsels.

* Captain Cook was accompanied in the pinnace by the lieutenant of marines and nine men, of whom one was the sergeant.

† Captain Cook has been charged with encouraging this tendency of the Sandwich Islanders to treat him as a god. See *Gowper's Letters*, vol. ii, p. 236; *Pelham's World*, vol. i, p. 271; the *Athenæum*, August, 1884; *Jarves's History of the Hawaiian Islands*, p. 124, *et seq.*; and *Besant's Captain Cook*, p. 147, *et seq.*

‡ Lieutenant John Williamson, afterwards Captain. He commanded the *Agincourt* at the battle of Camperdown, 11 October, 1797, and was court-martialled for his conduct on that occasion; found guilty, and rendered incapable of ever serving on any of his Majesty's ships. See the *Despatches and Letters of Lord Nelson*, vol. ii, p. 458.

1779

8 June.

The natives
sue for
peace.

Put to sea.

An unsea-
worthy
vessel.Kamt-
chatka.Reception
there.

Major Behm.

bling themselves in various parts of the bay, I thought it best to act as collectedly as I could, and not put it in their power to make an attack but at the most imminent risk of immediate destruction. I therefore ordered the observatories and the foremast to be immediately got from the shore, and by noon we had the foremast alongside and all our other matters on board. In the afternoon we hoisted the foremast in, and set the carpenters of both ships to work upon it, but it was so bad that they did not finish it till the 20th, when we stepped and rigged it with all expedition. During this time these people sued most heartily for peace, and we left them at last upon pretty good terms. On the 23rd I put to sea, ranged and took a survey of the isles, compleated our water at A'too'i, and got what yams I could at O'nee'how,* from whence I sailed for this place on Monday, March the 15th, and arrived here on Thursday, April the 29th. We fairly overtook the winter, having nothing but gales of wind, snow, and ice the latter part of the passage, which handled the Resolution so roughly that she was not proof against it, but leaked confoundedly, which occasioned us a great deal of trouble and some fatigue in pumping and bailing; however, having got her into this bay, and fine smooth water, we have given her bends, where she chiefly complains, as good an overhaul as circumstances will admit of.

We found here all the shores environed with ice and the hills covered with snow. On the 30th I sent Lieutenant King, accompanied by Mr. Webber, who is conversant with the German language, to pay my compliments to the Governor. With a good deal of difficulty and some danger they got on shore, being obliged to walk over ice for at least half a mile before they could reach it, and this ice being now in a state of decay and full of holes, they got themselves heartily ducked in their passage; however, being landed, they were received by a man at the head of fifteen Russian soldiers under arms. Mr. King, of course, addressed this person, and having by signs and gestures (for unfortunately there was no one among them understood any other European language than the Russian) convinced him we were friends and meant peaceably, the guard was dismissed, and Messrs. King and Webber were conducted to this gentleman's house, where they were treated very hospitably. In the course of conversation their host gave them to understand he was Governor of this place, the bay and village of St. Peter and St. Paul, or, as they generally call it, Petra Pauluski, and of all the settlements about the Bay of Awatscha, and of the rank of serjeant in the army. Mr. King beg'd to know if we could be supplied with any fresh beef, &c.; he said nothing could be done till he had acquainted the Governor of the province, whose name was Behm, and of the rank of major in the Empresses service, and had received his commands how to

* The Oneeheow of Captain King.

proceed. The Governor resides at Bolochaia-reka,* at the distance of about 150 English miles from hence, to whom he immediately dispatched an express, and told Mr. King he might expect an answer in four days. This was now a miserable idle time with us ; we could have very little connection with the shore upon account of the decayed state of the ice. Whoever did land was received at the edge of the ice by a Kamtschadale with a sledge drawn by dogs, and by the assistance of these fellows they got backwards and forwards tolerably well. Now and then they found a hole or two too many, but we could do nothing towards the equipment of our ship, except the carpenter's business, who immediately went to work about her bows. We were obliged to lighten her forward as much as we possibly could, as we still made seven or eight inches during the twenty-four hours whilst at anchor. The snow was too deep to cut wood, so that we were obliged to wait for more convenient times. This was the case with us till the 12th of May, when we got hands on shore to cut down trees and let them lay till the snow, which was now melting very fast, was so far diminished as to enable us to proceed with it. On the 4th of May arrived from Bolschaia-reka, with letters from the Governor, a Russian, who was a merchant, and a German, who I was sure was a man of very inferior rank to what I had a right to expect. The Governor was very polite in his letters, but I was convinced he must widely misunderstand who and what we were, or he could never think of sending such messengers to treat with us ; however, that we might come to a fair understanding as soon as possible, I ordered Lieutenant King, who understands the French language, which they told us the Governor was conversant in, and Mr. Webber, to go to Bolschaia-reka with these people, expostulate with them, and lay matters clearly before the Governor, and learn at once what we were to expect. Captain Gore, whom, on the decease of Captain Cook, I, of course, appointed to the command of the *Discovery*, offered his service upon this occasion. I told him these two gentlemen must go upon account of their knowledge of the languages, but if he pleased to accompany them it was very

1779

8 June.

A miserable time.

Repairs.

The Governor's letters.

King and Webber wait on him.

* The Governor, Major Behm, resided at Bolsheretsk, on the opposite side of the peninsula. The very humane treatment he extended to the ships in these trying circumstances was not forgotten by the English. He was presented, on his return from Kamtchatka, with a magnificent piece of plate, containing the following inscription :—

“VIRO SERENISSIMO MAGNO DE BEHM; qui, Imperatricis Augustissimæ Catherinæ auspiciis, summæque animi benignitate, sæva, quibus præerat, Kamtschatkæ littora, navibus nautisque Britannicis, hospita præbuit; eosque, in terminis, si qui essent Imperio Russico, frustra explorandis, mala multa perpessos, iteratâ vice excepit, refecit, recreavit, et comœnatu omni cumulatè auctos dimisit; REI NAVALIS BRITANNICÆ SEPTENVIRI in aliquam benevolentiam tam insignis memoriam, unicusimo, gratissimoque animo, suo, patriæque nomine, D. D. D. MDCCLXXXI.”

Major Behm is described by Mr. Assistant-Surgeon Ellis in his *Narrative of the Voyage*, (vol. ii, pp. 239 and 225), as a native of Livonia, nearly six feet in height, rather corpulent, and very polite and affable in his address. Prior to his appointment as Governor of Kamtchatka he had been in the Swedish service. He was succeeded as Governor by Captain Ismyloff.

1779

8 June.

Their recep-
tion.

well, which he accordingly did. The weather prevented their setting out till the 7th, when they departed upon their expedition. When they arrived at Bolschaia-reka, which was on the 12th instant, the major, seeing the uniforms, was convinced of his mistake, and they were received with all military honour, and most sumptuously and magnificently treated by the major and a Captain Wazilowitz Ishmyloff, who is next in command there, during the time they spent among them, which was till the 15th, when they set out upon their return to the ships, accompanied by the major. They arrived here on the evening of the 21st; on the following morning the major did me the honour to visit the Resolution.

The
Governor's
attention.

Nothing could exceed the attention of this worthy Governor in ordering us everything he could suppose would in the least contribute to our service or convenience; he appeared anxiously to wish to precede our application in every particular, and when I thanked him for this extraordinary solicitude, he told me he was only acting the pleasure of his royal mistress, to whom he could by no other means give so perfect pleasure and satisfaction as by rendering services and contributing to the well-being of his Britannick Majesty's subjects. When Mr. King, mentioning my wish of a supply of fresh beef and flour the evening he arrived at Bolschaia-reka, he immediately ordered sixteen head of cattle, the number proposed, to be directly put in motion toward Kamtschatka, and dispatched expresses with orders for 250 pood (the quantity demanded) of the best flour that could be collected from the various magazines within reach to be immediately transported to it of this place [*sic*] that we might take it on board at our leisure; in short, the whole country was at our service. By his orders the Kamtschadale supplied us with abundance of fish and game of various kinds, and were in every respect devoted to our service. The flour was soon in the magazine here, but the roads between this and Bolschaia-reka are at present so very bad that the cattle did not arrive till the 6th instant, so that we must take them to sea, and do as well as we can, for I hope to sail on the 10th, as we are now nearly compleat in every particular. The carpenters' work retarded our equipment to this date, or I should certainly have been at sea by the 1st.

He sends for
cattle

and flour.

Inquiries as
to their
further
wants.

We have had a tolerably [good] supply of fresh beef from the people in the neighbourhood here, who most readily furnished us with everything of the kind they were possessed of. Naval stores they have none by them, but as there is a possibility of our touching here again in the autumn, the major begs we will leave him an account of what we may probably want, and, be they what they will, promises a most ample supply, which he says can be very readily procured from Ochotz,* where they have magazines replete with matters of this kind; however, if we are fortunate enough to escape accidents, a very few stores will answer our purpose after

* Evidently intended for Okhotsh, on the mainland of Siberia.

this campaign is finished. The major absolutely refuses to take bills upon the Victualling Boards for the supply he has furnished me with, but says a receipt specifying the quantity and quality I have taken will answer every purpose, and he will have no other voucher. The major has received the Empresses approbation to retire to Petersburg, and leave in his government Captain Wazilowitz Ishmyloff, whom her Imperial Majesty has appointed his successor. He sets out on his journey the latter end of this month, and is kind enough to take charge of this letter and a log of our proceedings thus far, together with a chart of the parts of America, Asia, &c., we have seen, and another of the Sandwich Isles. This letter he means to dispatch by express from Ochotz, but the log, &c., he will convey with his own baggage, which travels with him, and hopes to reach Petersburg in March or April next.

1779

8 June.

Will not
accept pay-
ment.His return
to St.
Petersburgh

My health has been such lately as totally to incapacitate me from drawing up an account of this place for their Lordships' perusal, whom I hope on that account will excuse my deferring it. You will see by Captain Cook's letter what chance there is of a northern passage in the Atlantic; indeed, I much fear the impediments are too numerous; but whatever can be done shall be done, so that, fetch England whichever way we may, I hope we shall merit the honour of their Lordships' approbation.

Clerke's
health.

On the 26th of April we were unfortunate enough to find our timekeepers stopped, which we could by no means account for, as the winding it up had ever been most assiduously attended to, and the utmost attention and care upon all occasions paid to its safety. There is a seaman on board who has served a regular apprenticeship to a watchmaker, and in many instances has shewn tolerable abilities in that profession. As the machine was in its present state totally useless, I ordered him to examine it, and try if he could find the cause of its stopping, but by no means to touch the more material parts of the work. He found one of the wheels so clogged with dirt that it could not act; this he cleared, but its performance has been such since that I much fear we shall have very little farther benefit from it.

The chrono-
meters.

We have been so unfortunate as to bury one of our carpenter's crew since our arrival here, but the companies of both ships are in the most perfect health, and able to go through every kind of service that can occur, which, be it whatever it may, I hope we shall perform consistently with their Lordships' pleasure.

A clean bill
of health.

I have ended [added] at the end of the log a copy of the surveys taken at the decease of Captain Cook, which I must beg you to forward to their proper officers, that, in case of accident to either ship, the executors may have their matters as clear as possible.

I am, &c.,

CHAS. CLERKE.

1779 DIGEST OF THE FOREGOING LETTER BY MR. BANKS (Banks Papers).

8 June.

[The following digest of the foregoing letter, in the handwriting of Mr. (afterwards Sir Joseph) Banks, is amongst the collection of MSS. purchased by the Government from Lord Brabourne. It is endorsed by Banks—"Captain Clerke's letter, abstract"]—

Discover
more
islands.

Oct. 26, 1778.—Left Samganoodha and steered for towards Sandwich Isles.

Nov. 26, 1778.—Fell in with an extensive and luxurious groupe of isles to the eastward of Sandwich Isles, the two easternmost Mow-wee and O'Why-he; stood off and on them, and were abundantly supplied with hogs, fowl, bread-fruit, taro, plaintain, &c.

Dec. 25, 1778.—Weather the easternmost.

Owhyhee.

Jan. 17, 1779.—Anchor'd in a bay call'd Cara-ca-coo-ah,* on the western side of O'Why-he; we were lavishly supplied. Continued in the utmost harmony with the natives, whose benevolence and friendship exceeded anything we had ever before met with.

Feb. 4, 1779.—Thursday, parted on the best terms and put to sea.

Feb. 8, 1779.—Resolution sprang her foremast.

Thefts by
the natives.

Feb. 11, 1779.—Anchor'd again in Cara-ca-coo-ah; got foremast and observatories on shore; renew'd our friendship with the natives and went on as usual, but observed in them a stronger propensity to theiving than usual, and some made very audacious and impudent thefts.

Feb. 13, 1779.—They cut the Discovery's large cutter from the bouy where she was moor'd.

Cook treated
like a deity.

Feb. 14, 1779.—In the morn C. Cooke went ashore to speak with Terre 'Oboo, the chief king, and took the L. searg. and nine marines. He was receiv'd, as usual, with respect, which resembled that to a deity, and conducted to the king. They convers'd together with their usual sociality, surrounded by a vast concourse of natives, who appear'd to be spectators. Some, however, were so insolent that C. Cooke fir'd a load of small shot at one, which did not penetrate the rascal's mat, but it exceedingly exasperated the whole, producing an universal murmur, and they soon proceeded to acts of violence. C. Cook fir'd a second time, and kill'd a man, when they immediately made a general attack on him and his marines. The soldiers immediately fired, but before they could reload the Indians broke in upon them, killed C. Cook and four, wounded the L. serg. and two more, and would have destroy'd the whole party had not the pinnace and launch, who were moor'd along shore, kept up a smart fire, and in some measure kept them aloof till they had pick'd up those who were not render'd incapable of reaching them. I had a mind to have reveng'd his death, but the L. of marines persuaded me that it could not be done without some loss, so we set to work and got off the foremast and observatories. During this time these people sued most heartily for peace, and we left them at last on pretty good terms.

A general
attack.

Death of
Cook.

Put to sea.

Feb. 23, 1779.—Put to sea; rang'd and surveyed these isles; compleated our water at Atowi, and got wheat, yams; I call'd at O'-nee-how.

March 23, 1779.—From whence I sail'd on Monday.

Major Behm.

April 29, 1779.—Arrived at Peter Pauloski; found much rotten ice along shore. Governor, Major Behm, resides at Bolschaia Reka. Messrs. King, Webber, and Gower were sent there and received with all possible distinctions. Suppl'd with flour, live cattle, and all kinds of game by the Kamchadales; military magazine is at Ochots; intend to sail on the 10th. Wasilowitz Ishmyloff is Lef.-Governor. Has bad health, and is not yet well; intends to try again the N. passage, but has little hopes; lost one man in Peter Paulosky.

April 26, 1779.—Timekeeper stopp'd. The companies of both ships are in most perfect health.

* The Karakakooa Bay of Captain Cook.

LIEUTENANT KING TO THE BOARD OF LONGITUDE (Banks Papers). 1779

Harbor of St. Peter and St. Paul, Kamohatska,*

Sir,

10 June, 1779.

10 June.

C. Clerke thinks it proper that some information should be given to the Board of Longitude respecting the observations which C. Cooke and myself engaged to make, and as we have to our very great misfortune lost C. Cooke, he desires me to draw up a short account of our joint proceedings to send with his publick papers. I have therefore, sir, made out the inclosed tables, which you will please to communicate to the Board. Had it pleased God to have preserved the life of our late commander, there had needed no apologies for the imperfect account I send, which is principally owing to the want of his assistance, and partly to the little time I have had; C. Clerke judging it necessary for the service to send me to wait upon the commander of this province, at a great distance from here, and on my return the ship's dutys and attention to the timek'r have left me very little leisure. The inclosed account will show how the timekeeper has performed till we made this coast, but unluckily for our future proceedings it stopped on the 26th April, three days after making the land. As the greatest care had been taken of it, never having been trusted in the hands of anyone but Capt. Cook and myself, and never neglected winding up, we could not account for its stopping. We have a seaman on board who served a regular apprenticeship to a watchmaker in London, and considering how useful the timekeeper is in the surveys, and for other purposes, and that our voyage is not perhaps near at an end, C. Clerke thought it best to let this man look into it, and when we came into harbour he did so, took a little of the work off and set it agoing, its stopping being occasioned by a little dirt in one of the wheels. It was judged proper to put it under Mr. Bailey's† care during my journey. By comparisons with his clock and timekeeper it lost from 21" to 24" per day, but the day of my return it stopped again whilst in his possession; the cause of this was also found out and remedied without any alterations or additions whatever; but we were now obliged to alter the regulator, as it was losing between 2' and 3' per day, and it gave us some trouble to get it to time. When at last we flatter'd ourselves with having once more a valuable machine in our possession it stopped a third time, and we found the pendulum spring broke, owing, as the watchmaker says, to a flaw in it. Whether or no a new one he has made will ever answer the purpose of determining longitude, I cannot say. This is not the only ill-luck we have had with what the Board

Observations by Cook and King.

The account imperfect.

The chronometer

mended by a seaman.

Losing rapidly.

Stops a third time.

* Endorsed in the handwriting of Mr. Banks—"Copy of Mr. King's letter from Kamohatska."

† One of the gentlemen appointed by the Board of Longitude to make astronomical observations. He had accompanied Cook in 1772-5 in a similar capacity.

1779
10 June.

The clock
damaged.

The baro-
meter spoilt.

entrusted to our care. In a very heavy storm that befell us last year, immediately after leaving King George's Sound,* we sprung a leak in the bread-room, where the clock and other instruments were put, as the driest and best place. The clock got wet and the spring of the pendulum so rusted that it broke in three pieces. The watchmaker has cleaned the clock, and made a new pendulum spring, and it has gone here very regular, both by comparison with Mr. Bailey's clock and by observation. The exact length of the pendulum is marked, so that I hope the future observations that may be made with it will not prove useless. In the above gale our sea barometer was spoilt. The rest of the instruments are in good order, and the Board may be assured that all possible care will be taken of them, and as many observations made as other duties will admit of.

As C. Clerke informs me of his intentions of sending a packet to be forwarded by express, and a box containing the log to be carry'd by the commander of this place, I shall send a copy of the tables in the box, in case of accidents befalling the packets.

If Capt. Cook's log is compleat, as he entered in his log the result of all astronomical observations, the Board will be fully acquainted with what has been done.

I am, &c.,
JAMES KING.†

[Enclosure.]

ENDORSED in the handwriting of Mr. Banks, "Abstract of observations sent home from Kamschatka."

1776.

Date.	Latitude.	Longitude East from		
		Green- wich.	Ferro.‡	
1776. 21 Nov..	° '	° '	° '	Left Cape Good Hope, in 33° 55' S., 12° 23' E. long. from Greenwich N.B.—Paris is 20° E. fr. Ferro, and consequently long. from Paris 20 less than from Ferro.
13 Dec...	South. { 46 50 46 40	37 50 38 8	55 30 55 50	} Prince Edward's Islet.
26 Dec..	{ 48 40 50 0	69 40	87 30	
				Desolation Land, discovered by Kerguelen. Good harbour, plenty of water, no trees or shrubs, little vegetation.

* Nootka Sound, Vancouver Island.

† James King, LL.D., F.R.S., embarked with Captain Cook on his last voyage as second lieutenant of the Resolution. He had charge of the astronomical and nautical instruments furnished by the Board of Longitude; and his duties, prior to the massacre of Captain Cook, were in connection with those instruments and the sciences of astronomy and navigation. On the death of Captain Clerke, King took charge of the Discovery, and navigated her back to England. He supplied the material for the third volume of Cook's voyages to the Pacific Ocean, covering the period subsequent to the death of Cook. He was, soon after his return to England, appointed to the command of his Majesty's warship Resistance, and served in the West Indies. His health, however, was so shattered by the hardships of the voyage that proved fatal to Captains Cook and Clerke, that he was forced to seek the mild climate of the South of Europe, where he died in 1784.

‡ Ferro, the most western of the Canary Islands. It was formerly employed by geographers as their first meridian; and the longitude was reckoned from it, under the supposition that it was the most western extremity of the world. Paris is 20° E. from Ferro.

ABSTRACT of Observations (continued.)

1779
10 June.

Date.	Latitude.	Longitude East from		
		Green- wich.	Ferro.	
1776. 31 Dec. ...	....	....	....	Left it.
1777. 28 Jan. ...	43 20	147 30	165 0	Adventure's Bay, on Van Diemen's Land.
13 Feb. ...	....	....	....	Arrived at Queen Charlotte's Sound, New Zealand.
25 Feb. ...	....	....	....	Left it. Were forced by easterly winds to the Friendly Isles.
30 March.	22 0	202 0	219 40 E.	Manganōōe-nōōe
			140 20 W.	} Inhabited; no anchorage.
2 April..	20 0	201 50	140 30 W.	
7 May ..	20 14	185 11	203 0 E.	Wateeōō
			157 0 W.	Annamocka
7 June..	....	....	....	} Left at Friendly Isles a bull and cow, a horse and mare, and some sheep.
1 July ..	21 10	184 50	202 30 E.	
			157 30 W.	Do. ..
9 Aug..	22 30	210 30	223 0 E.	Tongotaboo.
			132 0 W.	
— Aug..	....	....	....	Tabōō-l. Inhabited; good anchorage and good landing
				Arrived at Otahelie. Spaniards had been twice there since Capt. Cook's former voyage; 1st time left 4 men, and took them away the 2nd time. Left goats, hogs, dogs, &c., a ram and bull, but no females. C. Cook left at Otahelie a bull and 3 cows, a ram and 5 ewes, and poultry of 4 sorts.
22 Sept..	....	....	....	At Huahelne. Left with Omai there a horse and mare.
20 Nov..	....	....	....	At Uliatea.
9 Dec. ...	....	....	....	Left the Society Isles.
29 Dec. ...	North. 2 0	202 30	220 0 E.	Christmas Island; low, barren, and uninhabited. Anchored on west side; plenty of turtle; no water.
			140 0	Eclipse of sun.
30 Dec. ...	22 0	200 0	217 40	Discovered a group of fertile islands inhabited by same nation as Otahelie, and abounding with hogs and roots; named Sandwich Islands.
			142 20	
1778. 7 March.	....	....	....	Made the coast of America.
29 March.	49 30	233 20	251 0 E.	King George's Sound; got into port after many storms. Got here wood and water, a new mizen and fore topmast.
			109 0 W.	Put to sea; met a violent storm, in which the Resolution sprung a leak; passed much of the coast.
26 April..	....	....	....	Sandwich Sound; staid but a few days. When at sea found the coast quite unlike any draughts of it, ancient or modern.
17 May..	61 0	213 0	230 40 E.	
			129 20 W.	
18 July..	North. 59 40	198 0	215 40 E.	Anchored to n'd of C. Newenham.
			144 20 W.	
11 Aug. ...	F. 53° E. ab't 13 lea. { E. pt. Asia 66 5 W. pt. of Amerca. 66 40	190 22	203 0 E.	Met with many obstacles before passed the narrow strait which divides Asia from America, where the coast of America takes a N.E. direction. Followed it in hopes of having overcome all difficulties.
			152 0 W.	
		191 40	209 0 E.	
			151 0 W.	

1776.

1777.

1778.

1779

ABSTRACT of Observations (*continued*).

10 June.

1778.

Date.	Latitude.	Longitude East from		
		Green- wich.	Ferro.	
1778. 17 Aug..	° ' 70 45	° ' 198 0	° ' 215 40 E. 144 20 W.	Stopt by an impenetrable body of ice, and were almost driven ashore. Tried and found the same barrier stretch quite over to Asia.
29 Aug...	° ' 69 0	180 30	198 0 E. 162 0 W.	Made the coast of Asia. As winter was setting in steered S.E. along the coast of Asia.
3 Sept..	....	....	....	Repassed the strait, and steered over for the American coast to search for wood, &c. Sought in vain for a harbour. The coast has no wood but drift, except in one place where had been before. The coasts of the two continents are flat for some distance off; in the middle, between the two, is little depth of water, from whence and other circumstances it is supposed there is more land in the frozen sea than is yet known.
12 Sept..	° ' 64 30	197 30	215 0 E.	Norton Sound.
20 Oct. ..	° ' 53 55	192 30	145 0 W. 210 0 E. 150 0 W.	At harbour of Samganoodha, in the island Unalaschka, on the coast of America.
26 Oct. ..	....	....	....	Sailed from thence.
26 Nov...	....	....	....	Fell in with an extensive group of islands to the eastward of Sandwich Islands; the two easternmost Mow-wee and Owhyhe; stood off and on; were abundantly supplied with hogs, fowls, bread-fruit, and taro.
25 Dec...	....	....	....	Weathered the easternmost.
1779. 17 Jan. ...	° ' 19 28	204 0	221 40 138 20	Anchored in Cara Ca-cocah Bay, on the W. side of Owhy-he. Here lavishly supplied, and continued in the utmost harmony with the natives, whose benevolence and friendship exceeded anything ever before met with.
4 Feb...	....	....	....	Parted on the best terms, and put to sea.
8 Feb...	....	....	....	Resolution sprung her foremast.
11 Feb...	....	....	....	Anchored again in same bay.
13 Feb...	....	....	....	C. Clerke's boat stolen.
14 Feb...	....	....	....	C. Cook and 4 marines killed.
23 Feb...	....	....	....	Put to sea. Ranged and surveyed these islands. Completed our water at Atou-i. Got yams at O-nee-hou.
23 March.	....	....	....	Sailed from thence.
28 April..	....	....	....	Made the land.*
26 April..	....	....	....	Timekeeper stopt.
29 April.	....	....	....	Arrived at St. Peter and St. Paul's, Kam-schatka; found much rotten ice along shore.

1779.

* Kamtchatka.

CAPTAIN CLERKE TO MR. BANKS (Banks Papers).*

Resolution, at sea,

1779

17 Aug.

My ever honoured Friend,

17 Aug., 1779.

The disorder I was attacked with in the King's Bench Prison has proved consumptive, with which I have battled with various success, although without one single day's health since I took leave of you in Burlington-street; it has now so far got the better of me that I am not able to turn myself in my bed, so that my stay in this world must be of very short duration. However, I hope my friends will have no occasion to blush in owning themselves such, for I have most perfectly and justly done my duty to my country as far as my abilities would enable me, for where that has been concerned the attention to my health, which I was most sensible was in the most imminent danger, has never swerved me a single half-mile out of the road of my duty; so that I flatter myself I shall leave behind that character it has ever been my utmost ambition to attain, which is, that of an honest and faithful servant to the public whom I had undertaken to serve.

A brave
seaman.His life
ebbing.

A noble aim

I have made you the best collections of all kinds of matter I could that have fallen in our way in the course of the voyage; but they are by no means so compleat as they would have been, had my health enabled me to pay more attention to them. I hope, however, you will find many among them worthy your attention and acceptance. In my will I have bequeathed you the whole of every kind. There are great abundance, so that you will have ample choice.

Friendly
offices.

I must beg you to present my warmest and most affectionate compliments to Dr. Solander, and assure him I leave the world replete with the most social ideas for his much esteemed and ever respected friendship.

An affec-
tionate
message.

I must beg leave to recommend to your notice Mr. Will. Ellis, one of the surgeon's mates, who will furnish you with some drawings and accounts of the various birds which will come to your possession. He has been very useful to me in your service in that particular, and is, I believe, a very worthy young man, and I hope will prove worthy of any services that may be in your way to confer upon him.

Unselfish
requests.

The two clerkes of the two ships, Mr. W. Dewar and Mr. Greg Santham, have, I believe, been very honest servants in their stations, and having by Captain Cook's and very soon by my death

* On the original is a lead-pencil note in the handwriting of Mr. Banks, as follows:—"Died, 22nd Aug'st, 1779." Prior to his death, Captain Clerke had expressed a wish to be buried on shore. The vessels at the time were making for the harbour of Petropaulovski, in Kamtschatka; and on their arrival there the body was interred at a spot on which it had been decided to erect a church. When the ill-fated La Pérouse visited Kamtschatka, in 1787, Clerke's grave was pointed out to him. The spot was marked by a board, on which an inscription had been painted. Deeming this a "substance too perishable to perpetuate the memory of so estimable a navigator," La Pérouse, actuated by feelings which do him everlasting honour, caused the board to be replaced by a copper plate, on which he had the inscription engraved.

1779

17 Aug.

Anxiety for
others.

lost those to whom they looked up to for protection, are, I fear, destitute of friends. If it should be in your power to render them any services, I flatter myself they will be worthy of such attention.

His very
dear and
particular
friend.

If I should recollect anything more to say to you I will trouble my friend Mr. King with it, who is so kind as to be my amanuensis on this occasion. He is my very dear and particular friend, and I will make no apology in recommending him to a share in your friendship, as I am perfectly assured of his being deserving of it, as in that also of the worthy doctor's.

A long
farewell.

Now, my dear and honoured friend, I must bid you a final adieu. May you enjoy many happy years in this world, and in the end attain that fame your indefatigable industry so richly deserves. These are most sincerely the warmest and sincerest wishes of your devoted, affectionate, and departing servant,

CHARLES CLERKE.

SIR JAMES HARRIS TO LORD WEYMOUTH* (Banks Papers).

29 Oct.,
9 Nov.News from
Kamtchatka

My Lord,

Petersburg, Tuesday,

29 Oct., 9 Nov., 1779.

The following fact appears to me sufficiently interesting to find a place in my correspondence with your Lordship. It was communicated to me by Prince Potemkin, who received it in the official report from the Commandant of Kamtschatka. He hath obligingly promised me a translation of the report itself, which I shall lose no time in transmitting to your Lordship.

Cook's ships.

Dealings
with the
natives.

The commandant writes word that the Russians, who go annually to hunt black foxes in the *Insula Aleutenses*, were informed by the inhabitants of these islands that towards the autumn, 1778, or in their own words, "before the leaves were fallen, and while the grass was still green," there appeared on their coasts two ships, one of three, the other of two masts; that the crew of these ships landed among them; they were dressed like Russians, but talked a language they did not understand; that they behaved with the greatest civility, and were received with the greatest hospitality. They gave the inhabitants tobacco and clasped knives, and were offered in return several things, but would accept of nothing but the flesh of a young whale. That after staying a short while they sailed northward, and were seen sometime afterwards by the *Ischuttskis*, off the *Ischuttschotshey Nos*, or promontory of the

* Endorsed in Mr. Banks's handwriting—"First letter from Sir James Harris to Lord Weymouth." Sir James Harris—afterwards Lord Malmesbury—was the most distinguished diplomatist of the period. At the time the above letter was written he was British Ambassador at the Court of St. Petersburg. Talleyrand said of him:—"Je crois que Lord Malmesbury était le plus habile Ministre que vous aviez de son temps; c'était inutile de le devancer; il falloit le suivre de près." His letters and diaries, published by his grandson in 1844, are very valuable contributions to the history of the period.

north-east extremity of Asia ; that, however, they did not proceed farther north, but returned by the same track they went, and after again touching at the *Aleutensis*, steered southward.

1779

29 Oct.,
9 Nov.

On receiving this information, it immediately suggested itself to me that it might be Captaine Cook, and it is from the probability of this conjecture that I trouble your Lordships with this intelligence.

I am, &c.,

JAMES HARRIS.

SIR JAMES HARRIS TO LORD WEYMOUTH* (Banks Papers).

[Extract.]

Petersburgh, November, 1779.

Nov.

I HAVE the honor of enclosing the report from the Commandant of Kamtschatka, which I have already mentioned to your Lordship. On comparing it with what I have written, it will appear that the ships appeared in those distant seas in the year 1777†, and not in 1778, as was told me.

[Enclosure.]

Les Doiens ou Karschines de Coreta, nommés Kackip Iwanow et Koreka Tekhew, déclarent que l'année 1778, le 11 du mois du Mars, ils partirent pour le pays de Ischukoyka, et en passant plusieurs endroits, ils arrivèrent à la fin à la rivière nommée Tetschitschewum. Qu'ayant passé cette rivière sur des bandares ils atteignirent le pais d'Ulussi Amuletowi, où ils restèrent tout l'été. Que là ils prirent connoissance des Ischukitsch y arrivés que leur pais natal s'appeloit, selon leur idiome, Janeney, ce qui signifioit en Russe d'une même pierre ou cap qui donne dans la mer vers l'orient. Que deux bâtimens arrivèrent dont, le premier était à trois et le dernier à deux mâts. Que des gens en descendirent en gondoles sur la côte, se promenèrent et se divertirent chez les Ischutschiens, qu'ils les régalerent de couteaux plians, et les traitèrent de tabac en poudre. Que les Ischutschi, par contre, les traitèrent de leur nourriture, c'est-à-dire, de la chair de veau marin, de chien marin et de baleine. Qu'ils flairoient ces alimens et n'en mangèrent point, mais ils goûtèrent de la chair fraîche des Baleineaux, du poisson et de l'oignon qui croît sur le rivage. Qu'ils traitèrent poliment les Ischuktschiens, mais qu'ils ne comprenoient pas la moindre chose de ce qu'ils se disoient les uns aux autres. Que de là les susdits bâtimens mirent à la voile, passèrent le cap, et le détroit, entrèrent dans la mer Septentrionale, et prirent leur

Russian fox
hunters.The summer
campaign.Two vessels
arrive.Clasp-knives
and tobacco.Fastidious
guests.They sail
into the
North Sea.

* Endorsed in Mr. Banks's handwriting—"Second letter from Sir James Harris to Lord Weymouth." Lord Weymouth was one of the Secretaries of State in the Ministry of the day—that of Lord North.

† Sir James Harris's first statement was correct. Cook was in these seas from March until October, 1778. His own account of the meeting with these people, whom he calls Ischutski, will be found in his *Voyage to the Pacific Ocean*, vol. ii, p. 447, et seq.

1779
Nov. route vers l'occident pour l'Ile de Kulutschina, où s'étant arrêtés pour peu de tems, ils retournèrent à la mer orientale par le même détroit. Que sur leur retour ils virent de nouveau les susdits bâtimens et plusieurs Ischouktschiens, et que le retour de ces bâtimens se faisoit dans les premiers jours du mois de Septembre. Mistaken for Russians. Que les susmentionnés Ischoutschiens les croient Russes selon leur façon de s'habiller et la manière de converser. Mais pour quel endroit les susdits bâtimens ont mis à la voile, et où ils passeront l'hiver c'est ce que lui, Tekhew, ne sauroit dire.*

MR. PALLAS† TO MR. PENNANT‡ (Banks Papers).

15-26 Dec.

Dear Sir,

S. Petersburg, 15-26 Dec., 1779.

Report of
Cook's
death.

In a letter sent by last post I desired Mr. Banks to let you know of the unhappy fate of Capt'n Cook, the circumstances of which I related to him from a French extract I had then read. Since that time S'r James Harris did me the favour to let me look over the original letters of Capt'n Cook and Capt'n Clarke, his second in command, which have been delivered to him last week, and from these I can now give you a more faultless and circumstantial account.

Kerguelen
Island.

Otaheite.

Omai.

Sandwich
Islands.

C't. Cook, after having left the Cape of G.H., went to look after the new islands lately discovered, to the south of the Cape, by the French under Kerguelin.§ He found them low, uninhabited, and destitute of either tree or shrub; a poor vegetation and some turtle is all it affords. From thence he past by Van Diemen's Land and New Zealand, and pushed for Otaheite. He found at his arrival there in August that since his last voyage the Spaniards had been there twice from Callao, and some of those that came first had stay'd on purpose on the island, but had been gone with the second comers some time before the Captain's arrival. The Spaniards had left a bull, a ram, and some poultry, but all males: thus Cap'n Cook's leaving several heads of domestic animals there proved very acceptable. Omai was left at Oahine in good health, and several heads of cattle with him. Some more were distributed among the Friendly and Society Islands. About the end of the year C. Cook sailed to the northward. He discovered in longitude 200° from your Merid. of Greenwich, a little to the north of the Tropik, an island, which he called I. Sandwich, and near which

* Endorsed in Mr. Banks's handwriting—"Translation of the report of the Commandant of Kamtschatka." The original was evidently written in Russian.

† Pallas, Peter Simon. A celebrated German scientist attached to the Russian Court. Professor of Natural History in the Imperial Academy of Sciences at St. Petersburg, and author of several standard scientific works.

‡ Pennant, Thomas. An English Naturalist and Antiquary. The friend of Linnaeus and Buffon, and a most voluminous writer. From the frequent acknowledgments he makes in his published works, of the obligations he was under to Pallas, it is evident that they were regular correspondents. The above letter was no doubt communicated by Pennant to Sir Joseph Banks, to whom, as a fellow-voyager of Cook, and President of the Royal Society, it would be doubly interesting.

§ M. De Kerguelen. See p. 370, ante.

more others seemed to lye scattered to the eastward.* He made the coast of America in March, and having much suffered in masts and rigging by the heavy storms he met in the northern hemisphere, he entered a harbour which he found a little to the north of that spot where in maps you will find the entry of Aguilas.† Having renewed the masts of the Resolution he stood out to sea, but met again with such continual squalls as made it impossible to observe any part of the coast till he came to anchor in a bay which by its longit. and latitude coincides with Cape Elias, where Capt'n Bering had a sight of America, and lay some hours at anchor. After some repairs in that bay, Cook steered along the coast of America, of which he made a close survey and found many mistakes of former maps, which all the way had frequently misled him. He arrived at last to the streight which divides the two continents, but his letter gives neither latitude nor longit. Having past it he found the coast of America stretching to the N.E., so he followed it as close as possible, not doubting but that he had found the wished-for passage. But being arrived (it was in August) in latit. $70^{\circ} 41'$, longit. 198° , he was so suddenly beset by the ice that he ran risk of being hemmed in and forced to shore by it. However, with some trouble he got clear, and finding all round to the north the sea walled up by the ice, and many reasons to convince him of the existence of some continent lying towards the Pole, which furnishes and fixes the ice, he went on to the west to try what chance he could have on the side of Siberia, the coast of which he made in lat. $68^{\circ} 55'$, longit. $180\frac{1}{2}^{\circ}$ from Greenwich. Finding there no more passage than the other way he returned to the streights, remarking by the way that both continents present these quarters a low and bare country, and that the sea between them and north of the streight is not deep. On his return, C. Cook lay at the harbour of Unalashka, which island he places in $53^{\circ} 55'$ lat. and $192^{\circ} 30'$ longit., thus more southerly and westerly than any Russian map of account. There he delivered the letter which has been received from Ct. Cook's hand to a Russian crew which he met on the same island. It is dated in October, 1778. He mentions at the close of it that he lost during his whole absence only the surgeon of the Resolution and two men, one belonging to the Discovery having been drowned, the other died of a dropsy. He also exposes his intention of returning during winter to Sandwich Island, not to remain unactive during a long wintering in Kamtshatka, and his proposed return to the north for another tryal next year.

1779

15-26 Dec.

Nootka Sound.

Behring Straits.

A wall of ice.

Siberia.

Cook's letter.

Winter at the Islands.

Thus far the celebrated Capt'n Cook's letter. Another letter from Capt'n Clarke came along with it from Kamtshatka and continues

* The credit of discovering these islands has been denied Cook by many writers. See *The History of the Hawaiian Islands*, Jarves, p. 98, where the whole question is discussed.

† The harbour referred to is Nootka Sound, on the west coast of Vancouver's Island. Cook called it King George's Sound; but the native name "Nootka" is almost universally used.

1779 the account. Capt'n Cook found his supposition of more islands
 15-26 Dec. lying to the east of Sandwich I. to be true. He discovered several
 Discovers more, the names and number I cannot recollect, but all very
 more islands luxuriant and populous, and the inhabitants of the same nation
 w't the people of Otaheitee. In one of these islands called by the
 inhabitants O-why-he anchored in a bay and stay'd two months
 in that harbour, which bears the name of Cara-ca-cossa.* The
 people received him very sociably, and used to pay him a kind of
 Treatment worship more fit for a Divinity than man.† His crew was plenti-
 fit for a god. fully supplied with hogs, yams, plantains, and other refreshments.
 He had just left the harbour when a heavy gale worsted his
 foremast, and obliged him to return to it again to repair. He had
 the carpenter and his observatory landed, and thought no harm.
 The natives But the islanders now grew more thievish than they had ever been
 before, and at last the cutter belonging to the Discovery was stole
 from the buoy on which it was moored. Capt'n Cook next day
 went on shore with his lieutenant‡ and nine garde-marines to the
 place where the chief of the isle, Tere-oo, resided. He was
 received by the people with their usual veneration, but found a
 insolent. great mob assembled about the chief. During his compliments
 some of the bystanders grew insolent, and one fellow at last became
 it to such a degree that C. Cook fired at him with small shot, and
 tho' the fellow received no hurt thro' the mat he had thrown about
 him, yet a murmuring pervaded the whole mob, and as some
 hostilities began from their side the lieutenant fired and killed a
 man, on which, instead of flight, the attack became general, and
 tho' the garde-marines fired with effect no time was given them to
 reload their pieces. In this fray Capt. Cook was unfortunately
 Cook killed in the fray. killed at the first onset, with four of his people. The lieutenant,
 with the remainder, mostly wounded, retired with difficulty, whilst
 the firing from the pinnace and long-boat, which lay near shore,
 Clerke in command. kept the enemy at some distance. Capt. Clerke, to whom the
 command devolved, saw no means of revenging, without consider-
 able loss, the death of his brave countryman, the islanders being
 a numerous and it seemed a warlike set of people, and having stone
 walls for their defence on the hills. Thus he kept on the defensive
 and got all things on board, where he continued repairing, whilst
 the islanders most heartily sued for peace. In the middle of
 Steers for the north. March he left this unlucky island, O-why-he, and stood to the
 north, where he met with very heavy gales, and brought the
 Resolution, which had sprung a leak and received other damage
 with the gale, into the harbour of Awatcha or S. Peter and S. Paul.
 At the end of April this year, having damages to repair, and winter
 still continuing in these quarters, Capt. Clarke made his arrival
 Major Behm. known to the commander of Kamtshatka, Major Behm, who came

Cook spelt this Karakakooa. † See Captain Clerke's letter and note, p. 415, ante.

‡ The lieutenant of marines, Mr. Molesworth Phillips.

himself down to Avatsha, supplied him with cattle and all other kind of provisions that was in his power, and shewed all possible benevolence to serve him. The 4th June, when his letter was dated, Capt. Clerke was ready for sea, intended to make another tryal to the northward to survey the islands, then to call again if necessary at Kamtshatka, and lastly to return home any way. As Major Behm is expected here this winter, and carries with him the Resolution's log-book and a chart sent by Capt. Cook, you may expect some more account respecting America and the streights, if I should be favoured with a sight of these.

1779

15-26 Dec.

A final attempt.

(Banks Papers.)

COPY of the Postscript of a Letter from the Select Committee of Supra Cargos at Canton, in China, to the Court of Directors of the East India Company, dated the 5th of December, 1779.

WE received letters this morning from the Captains Gore and King, of his Majesty's ships Resolution and Discovery, acquainting us they were arrived off Macao, after a voyage of three years from the Cape of Good Hope, and that they were in want of stores and provisions. They take no notice either of the death of Capt. Cooke or Capt. Clarke.

News of the expedition.

(Banks Papers.)

EXTRACT of a Letter from the Governor and Council of the Island St. Helena to the Court of Directors of the East India Company, dated 5th April, 1780.

ON the 31st of last month arrived a Swede ship called Gustavus the Third, Captain Selle, and on the 3rd instant arrived another Swede ship, called the Louisa Ulrica, Captain Ekeman, both from China, which place the former left the 13th January, 1780, and the latter the 22nd December, 1779. The captains inform us his Majesty's ships Resolution and Discovery sailed from Macao in company with them on their passage for Europe, and that Captains Cooke and Clerke were both dead.

Further news.

PENSION TO MRS. COOK.

1780

At the Court of St. James's, 2d of February, 1780.

2 Feb.

Present : The King's Most Excellent Majesty in Council.

WHEREAS there was this day read, at the Board, a memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 27th of last month, in the words following, viz. :—

“Having received an authentic account of the death of that great navigator, Captain James Cook, who had had the honor of being employed by your Majesty in three different voyages for the discovery of unknown countries in the most distant parts of the globe, we think it our duty humbly to represent to your Majesty that this meritorious officer, after having received from your

Cook's services.

1780

2 Feb.

His widow
and children
granted
pensions.

Majesty's gracious benevolence, as a reward for his public services in two successful circumnavigations, a comfortable and honourable retreat, where he might have lived many years to benefit his family, he voluntarily relinquished that ease and emolument to undertake another of those voyages of discovery in which the life of a commander must always be particularly exposed, and in which, in the execution of that duty, he fell, leaving his family, whom his public spirit had led him to abandon, as a legacy to his country. We do, therefore, humbly propose that your Majesty will be graciously pleased to order a pension of two hundred pounds a year to be settled on the widow, and twenty-five pounds a year upon each of the sons of the said Captain James Cook, and that the same be placed on the ordinary estimates of the Navy."

His Majesty, taking the said memorial into his royal consideration, was pleased, with the advice of his Privy Council, to order, as it is hereby ordered, that a pension of two hundred pounds a year be settled on the widow, and twenty-five pounds a year upon each of the three sons of the said Captain James Cook, and that the same be placed on the ordinary estimates of his Majesty's Navy, and the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

W. FAWKENER.

PLAN OF A MEMORIAL TO PROCURE A PENSION FOR CAPTAIN
COOK (Banks Papers).*

The Nation is Indebted to Capt. Cook

for the honor ~~which they~~ of having discover'd and explor'd so vast a portion of the globe before unknown, the benefit of which undertaking to mankind was so amply acknowledg'd by other nations that amidst the calamities of war they excepted Capt. Cook ships as employ'd in a service in the success of which all Europe was equally interested, tho' the honor of it was wholly to accrue to the English.

Cook's
services.

After having been, as a reward for his publick services in two successful voyages round the world, placed in a situation at home equally both comfortable and beneficial, where he might have lived many years to the ~~comfort~~ great benefit of his family, he nobly voluntarily relinquished that ease to undertake ~~this~~ another voyage, where the life of a com'er who executes his duty must always be particularly exposed, and in which, in execution of that duty, he fell, thereby leaving his family, whom his publick spirit had abandoned, as a legacy to that publick."

* The first paragraph of this memorial is in Mr. Banks's own handwriting. It is endorsed by him—"Plan of a memorial to procure a pension for Capt. Cooke, 1780." The second and concluding paragraph is in an unknown hand. Obviously, an error has crept into the heading; the pension was intended for Mrs. Cook. It will be observed that the last paragraph is incorporated, with some slight improvements, in the Order-in-Council given on the preceding page. Banks appears, about this time, to have taken so pronounced a lead in matters scientific, that he was consulted by each successive Ministry, and his advice apparently implicitly followed. On this occasion, it is evident that the Admiralty had applied to him to supply them with a draft memorial.

APPENDICES.

APPENDIX A.*

CAPTAIN COOK'S LAST JOURNAL (A FRAGMENT.) 1778

1778, November, Sat., 28.—Ther., md., 73 ; noon, 78. Wind 28 Nov.
from E. b. N. to E. b. S., a gentle gale and dry clear weather. Off the
Amongst the natives who came on board the Resolution was a island of
middle-aged man quite blind, three others who had the venereal Mowee.
disease, and several more were pointed out who had this disorder.
At 4 p.m., having desposed of all they had, they left us, and we
made sail and stretched out to sea, intending to keep out till we
had expended the refreshments we had got. At midnight tacked
and stood in till 8 a.m., then stood off again. At this time the
longitude by the timekeeper was $203^{\circ} 24' 2''$, and the middle of
the island bore S. $\frac{1}{2}$ E. At noon the island extended from S. 40°
E. to S. 64° W., and land to the westward supposed to be an
island W. b. S., the nearest shore 4 leagues distant, ob'd $21^{\circ} 09'$
N. Tacked and stood in.

Sun., 29.—Th'r, mid't, 74 ; noon, $78\frac{1}{2}$. Wind and weather as 29 Nov
in the preceding day. At $\frac{1}{2}$ -past 3 tacked about 2 or 3 miles
from the shore, which extended from S. 62° E. to N. 87° N. At
midnight stood in again till $\frac{1}{2}$ -past 9, when being about 2 miles
from the shore tacked and stood off. The coast at this time ex- Standing off
tended from S. 59° E. to N. 88° W. Finding we got to windward shore.
without carrying a press of sail, I determined to ply round the east
end of the island, in order to have the whole south side before us,
and with this view set all sails.

Mon., 30.—Th'r, mid't, $74\frac{1}{2}$; noon, 78. Wind from E. to S.E. 30 Nov
b. E., a gentle breeze and fine weather. At 4 p.m. tacked and Cruising
stood in for the land, the east extreem of which bore S. b. E.; about.
long. p'r t'keeper, $203^{\circ} 37' 15''$ E. At 8 tacked, stood off till 4 a.m.,
then in. At noon the island extended from S. 22° W. to S. 84°
W., the nearest part 4 or 5 leagues dist't.

December, Tuesday, 1.—Th'r, mid't, 74 ; noon, $76\frac{3}{4}$. Wind at 1 Dec.
S.E. ; a light breeze with some showers of rain in the latter part.
At $\frac{1}{2}$ -past 3 p.m., as we were standing to the southward, saw

* The concluding pages of Cook's last journal are printed from the original manuscript in the British Museum.

- 1778
1 Dec.
Natives.
Dealings
with them.
- several canoes paddling off to the ships ; tacked and brought to for them. The most of them seemed to belong to a chief named Touyarooa, who came with them. He made me a present of two or three pigs, and we got by exchanges for the other people a few bread-fruit and plantains. After a stay of about two hours they all left us except six or eight who remained aboard all night. We then made sail and stretched to the northward. A little before 8 a sailing canoe came up with us and made fast to the end of a rope we gave them. At midnight tacked to the southward. At 8 a.m. an island called Owie* and seen in the evening bore from S. 32° E. to S. 2° W., and the other island, which we now learn was called ———†, extended from N. 51° W. to S. 87° W., the nearest part 4 leagues distant ; lat., 20° 55' ; long. p'r t'k.,‡ 203° 39' E. We also learnt from the Indians we had on board there were several more islands to windward, and as I found we could fetch Owie I stood for it. Our friends, not chusing to accompany us, embarked in the canoe and left us. At noon the body of Owie bore S. b. E., distant 10 leagues, and Mowee extended from S. 72° W. to N. 72° W., 5 or 6 leagues distant. Lat. ob'd, 20° 23' 30" N.
- 2 Dec.
Standing
out to sea.
- Wed., 2.—Th'r, mid't, 73½ ; noon, 82. Continued to stretch to the south till ½-past 7 p.m., when being about 4 or 5 miles from the north side of Owie, tacked and made a trip off till 2 a.m., when we stood in again. At daybreak in the morning we were surprised to see the summit of the highest mountain covered with a pretty thick coat of snow, and yet this mountain did not appear of an extraordinary height, unless it was much farther distant than we supposed it to be. At 8 the island extended from S. 64 E. to S. 70½ W., the nearest part 3 or 4 miles distant ; long. p'r t'k., 203° 50' E. At this time the island of ———§ extended from N. 38 to 71 W. As we drew near the shore some of the natives came off in their canoes ; they were a little shy at first, but we soon inticed some aboard, and at length prevailed upon them to go ashore and bring us off hogs, fruit, &c. Soon after these reached the shore we had company enough, and as few came empty we got a tolerable supply of hogs (or rather pigs, for they run small), bread-fruit, potatoes, sugar-cane, and a few plantains, &c. This made it necessary to stand on and off near the shore, at one time rather too near, as we had very little wind, but a fresh breeze at S.W. put us out of danger. This lasted about two hours ; then the trade wind at east prevailed and blew fresh. At
- The natives
shy.
- Traffic.
- Nearly on
shore.

* Owwhyhee. The modern spelling is Hawaii.

† This blank occurs in the original. The island, one of the Sandwich Group, Cook called Mowee ; at the present day it is generally known as Maui.

‡ These abbreviations evidently stand for " per timekeeper."

§ Mowee.

noon the island extended from S. 67° E. to S. 85° W., the nearest shore 2 or 3 miles distant. Latitude observed, 20° 17½' N.; longitude p'r t'k., 203° 49' E. 1778
2 Dec.

Thur., 3.—Ther., m., 75; n., 79. Wind from E. b. N. to E. b. S.; a fresh gale with much lightning in the night, and some small in the latter part. At 4 p.m., longitude p'r timekeeper, 203° 49' 40" E., the island extended from S. 70° E. to S. 76° W., the nearest shore 2 miles distant. Continued lying off and on trading with the natives till 6, when we made sail and stretched to the northward till midnight, then stood in. At 7h. 50' a.m., longit., p'r t'k., 203° 58' 40" E., the island extending from S. 48° E. to S. 47° W. At noon the island [Mowee] extended from N. 46° to 77° W., and the island Owie from S. 55° E. to S. 59½° W., distant 3 leagues. Lat. obser'd, 20° 21½' N.; longitude p'r t'k., 203° 58' E. 8 Dec.
A fresh gale.
Trading with the natives.

Frid., 4.—Th'r., mid., 72½; noon, 77½. Wind at E. b. N. and east; a fresh gale with a few light showers of rain. Plying to windward. At 6 p.m. at half a league from the shore the island extended from S. 68° E. to N. 87° W.; lat., 20° 15'; long., t'keeper ———. At noon the island extended from S. 33° E. to 33° W. Lat. ob'd, 20° 40' N.; long., p'r t'keeper, 204° 8' E. 4 Dec.
Plying to windward of Owhee.

1778, December, Satu., 5.—Th'r., mid't, 74½; noon, 77½. Wind from E.N.E.; a gentle breeze with fine weather. At 4½ p.m. the island extended from S. 41° E. to S. 52° W.; nearest shore five leagues distant; long., p'r t'keeper, 204° 4¾' E.* In the evening observed an eclipse of the moon. The beginning happened at 6h. apparent time; a cloud passing over the moon made the observation a little doubtful. The end was also interrupted by clouds, but was observed with greater certainty, and happened at 8h. 27' 25". The penumbra did not go off till ten minutes after. I measured the uneclipsed part of the moon with a sextant several times, before, at, and after the middle of the eclipse, which gave me the time of the middle pretty exact, and also the quantity eclipsed. After the eclipse was over I measured with the same instrument the moon's diameter. I ought also to have done it before, but forgot it. Thus I got the moon's diameter independent of the ephemeris, and at the same time the error of the sextant, but this last would not have been wanting if in measuring the inlightened part of the moon I had brought alternately the reflected and direct images to contrary sides with respect to each other; reading the numbers off the quadrant in one case to the left of the beginning of the divisions, and in the other case to the right-hand of the same. It is evident that half the sum of these two numbers must be the true measurement, independent of the error of the quadrant, and this is the method I would recommend. 5 Dec.
An eclipse of the moon.
Cook's remarks thereon.

* According to the chart published with Cook's voyage, this is incorrect; it should be 204° 43' E.

1778

5 Dec.

Pollux and
Arietis.

As soon as the eclipse was over, Mr. King and I observed the distance of each limb of the moon from Pollux and Arietis, the one being to the east and the other to the west. An opportunity to observe under all these favourable circumstances very seldom happens, but when it does it ought not to be omitted, as in this case the errors these observations are liable to destroy one the other at once, which in every other case would require a whole moon. The results of these observations, as also all those that have or will be made about these islands, will be mentioned in due order hereafter.

Plying to
windward.

Plying to windward at noon, the island extended from S. 42° E. to 68° W., the snow hills S. by E., and the nearest shore 4 or 5 leagues distant. Lat. obd., $20^{\circ} 22\frac{1}{2}'$; long. p. timekeeper, $204^{\circ} 23'$ E.

6 Dec.

Sun., 6.—Thr., mid., $73\frac{1}{2}$; noon, $77\frac{1}{2}$. Wind at E. by N. and E.N.E.; a gentle breeze with a few light showers at the latter part. At half-past 5 p.m. tacked about a league from the shore, the coast extending from S. 62° E. to N. 83° W. Stood off till midnight, then stood in; at noon we were a league from the shore, which extended from S. 50° E. to N. 87° W., having gained about a league since the evening; the latitude was $20^{\circ} 11'$ N., and the long. ——— corrected.

7 Dec.

Trade with
the natives.

Mon., 7.—Thr., mid., 73; noon, 79. Wind from E.N.E. to E.S.E.; a fresh breeze with rain in the night. At half-past noon, being close in shore, tacked, and as very few canoes came off, run a league to leeward, where the shore was more favourable, for here it was steep and rocky. As soon as we perceived the natives putting off, brought to and lay trading with them till near 6 o'clock, when we made sail and stood off, having got a few pigs, some fruit and roots. At midnight stood in again, at 7h. 48', long. pr. t.k. $204^{\circ} 14'$ E., the island extended from S. 59° E. to W., and a vally or cove at the east part of the high coast called ———, bore S. ——— W. 2 leagues distant. At 9, being a quarter of a mile from the shore, tacked and brought to, to trade with the natives, many of whom came off to the ships with the produce of the island. At noon, latitude observed, $20^{\circ} 18'$ N.; long., pr. t.k., $204^{\circ} 11'$ E.; the island extended from S. $79\frac{1}{2}^{\circ}$ E. to N. 66° W., ——— bore south 1 mile distant. Some pretended to have understood from the people that were on board the preceding day that ——— was a very good harbour, running some way into the island, whereas it is only a deep narrow vally terminating at the sea in a sandy beach, on which the sea broke in a high surf.*

A reputed
harbour.

Dec.

Provisions.

Tues., 8.—Thr., mid't, 73; noon, 79. Wind at E. by S. to E.N.E.; a fresh gale with squalls and showers in the latter part. At 2 p.m. having got a pretty good supply of pigs, bread-fruit, and potatoes, made sail and stood off shore. This part of the

* The blanks which occur in this entry cannot be filled up from the published account.

island seemed to be well watered, as a great many cascades fell from the hills into the vallies and into the sea. At noon the snow hills bore S. by E.; lat. observed, 20° to $9' 49''$ N. 1778 8 Dec.

Wed., 9.—Thr., mid't, 73; noon, 79. Wind at E. b N., a fresh gale with squalls and showers of rain; plying to windward, but gained very little, the sea runing high. 9 Dec. A fresh gale and high sea.

Thur, 10.—Thr., mid't, 74; noon, 79. Wind from E. b. N. to E. b. S., a fresh breeze with showers in the night. At 7h. 50' a.m. long., p'r t.k., $204^{\circ} 20'$ E., the island extending from S.S.E. $\frac{1}{4}$ E. to S.W. $\frac{1}{2}$ W., and at noon from S.E. by S. to S.W. by W., 5 leagues distant; lat'd. observed, $20^{\circ} 30'$; long., per t.k., $204^{\circ} 22'$ E. Having procured a quantity of sugar-cane, and had found on trial that a decoction of it fermented made a very wholesome and palatable liquor, which was esteemed by every one on board, in consequence of which I ordered some more to be brewed, ~~*but when the cask came to be breached my mutinous crew refused even so much as to taste it, and demanded their grog, which, however, I did not think proper to comply with. For, as there was no danger of the scervey, I had no other motive for making this beer but to save our spirit for colder weather; drinking water now answered the same end, *but myself and the officers drank of this beer so long as we could get cane to make it.~~ 10 Dec. Sugar-cane A mutinous crew.

December, Frid., 11.—Thr., mid't, 73; noon, 79. Wind from E.N.E. to E.S.E., a fresh gale and squally with rain, especially in the night. Stand off and on four or six hours upon each tack. At noon the island was partly hid by clouds, but what we saw of it bore from S.S.E. $\frac{1}{2}$ E. to west, 3 or 4 leagues distant. 11 Dec. Dirty weather.

Sat., 12.—Thr., mid't, 73; noon, 74. Wind from E. by N. to S. E. by east, a moderate breeze with now and then a shower of rain; plying to windward. P.M., punished Griffith with 12 lashes for waisting provisions wilfully. At noon latitude observed, $20^{\circ} 28'$ N.; long., pr t.k., $204^{\circ} 34'$ E. Hazey over the island, so that no part was seen distinct; it has never been once free of clouds since we first saw it. 12 Dec. Twelve lashes.

Sun., 13.—Thr., mid't, 73; noon, 79. Wind from S.E. to E.N.E., a fresh gale with squalls and rain in the middle watch. Being some distance from the coast when the wind veered to E.N.E., we were able to make a good stretch to the southward, and by 8 a.m., when the long. by the t.k. was $204^{\circ} 14'$ E. and the lat. $20^{\circ} 1'$, were up with what we had supposed to be the S.E. end of the island, but we found it extend to the S.S.E. beyond our sight. We stood 5 miles farther in this direction, and then the coast extend from W. by N. to S.E. by S. in this last direction farther than 13 Dec. A change of wind.

* Scored through thus in original. See the account of this incident in Cook's *Voyage to the Pacific Ocean*, vol. ii, p. 535; there the crew are called "my inconsiderate crew."

- 1778
13 Dec. we could see ; the nearest coast was about 4 miles distant. Seeing several canoes coming off, taked [tacked] and brought to, to trade with the people in them for refreshments.
- 14 Dec. Mon., 14.—Ther., mid't, 73 ; noon, 82 in ye sun. Wind mostly at east and E.S.E., a fresh gale with showers. At 2 p.m., having purchased most of what the people brought off, consisting chiefly of pigs, made sail, stood off shore, and plyed to windward without gaining hardly anything. At 8 a.m., latitude $20^{\circ} 16' N.$, long., pr t.k., $204^{\circ} 16' 30'' E.$, the snowy peak bore S. by W. $\frac{3}{4}$ W., and the island extended from S.S.E. $\frac{3}{4}$ E. to W. $\frac{3}{4}$ S., the nearest shore 3 or 4 leagues distant.
- Buying porkers.
- 15 Dec. Tues., 15.—Ther., mid't, 72 ; noon, 79. Wind from east to S. E. b. S., sometimes a fresh breeze and other times moderate ; plying to windward. At 7h 27', long. p'r t.k., $204^{\circ} 20' 37''$; lat., $20^{\circ} 24'$, snow peak S. b. W. $\frac{3}{4}$ W. In this situation tacked and stood to the N.E. with the wind S.E. b. E. Captain Clerke came under our stern and informed me that he had neither fruit nor roots on board for his people ; I therefore ordered him to stand in and endeavour to get some. We were in the same situation, but I did not chuse to stand in, as the wind was favourable to get to the eastward, which might be the means of our weathering the island. At noon, latitude obser., $20^{\circ} 32'$; long., p'r t.k., $204^{\circ} 31' E.$, the snow peak S.S.W. $\frac{1}{2}$ W., and the extreams of the island in sight from south to S.W. by W. ; sailmakers daily employed repairing sails.
- The Discovery short of provisions.
- 16 Dec. Wed., 16.—Ther., mid't, 74 ; noon, 82. Wind at S.E., a light breeze and clear weather. Continued to stretch to the E.N.E., the Discovery following some distance astern. At 7h 38' longit., p'r t.k., $205^{\circ} 5' 51'' E.$; at noon latitude observed, $20^{\circ} 42'$; long, pr. t.k., $204^{\circ} 51' 30'' E.$; got the cables, chests, &c., up from betwixt decks in ord. to clean the deck. Wind between the east and south, light airs, and sometimes calm. At 7h 41' a.m., long. p'r t.k., $204^{\circ} 41' E.$, and at noon $204^{\circ} 39' E.$; latitude observed, $20^{\circ} 16' 30'' N.$, the snow peak S.W. $\frac{1}{2}$ W.
- Fine weather.
- Cleaning ship.
- 18 Dec. Frid., 18.*—Ther., mid't, 74 ; noon, 82. From noon till 2 a.m. the wind was between the S.S.E. and east, a gentle breeze, and fair but cloudy weather ; it then veered to N.E. and north, blew in squalls, with hard rain, thunder, and lightning. At 6 it shifted to S.S.E., blew a small breeze, and at 8 it fell calm, which at 10 was succeeded by a breeze from the west, attended with fair but cloudy gloomy weather.
- Thunder and lightning.

* No entry occurs for the 17th December. In the printed account of the voyage the only mention under this day's date is that the winds were variable between south and east. That would be a head-wind ; and the day would consequently be spent in trying to work to windward, or, speaking more accurately, trying not to drift to leeward.

Sat., 19.—Thr., mid't, 73; noon, 78. At noon the S.E. extreme of the island bore S. b. W., 8 leagues distant by estimation; lat. ob. 19° 36' 41". From noon till 6 p.m. the wind was from N.W. to N.N.E., a light breeze with some showers of small rain. At 6 it fell calm, the S.E. point of the island bearing S.W. b. W. 4 or 5 leagues distant. A little before 8 a breeze sprung up at east, with which we stretched to the southward till 1 a.m., when it fell calm with lightning and rain. At 3 the calm was succeeded by a breeze from E.S.E., but it was very unsteady, sometimes blew in squalls and other times calm. Judging ourselves not far from the land, stood to N.E. in order to get an offing. At daybreak the coast was not 2 miles distant, against which the sea broke in a prodigious serf; it extended from N.N.W. to S.W. It was for some time doubtfull whether we could clear it or no, as the wind was both unsteady and unsettled, and the sea run high. In this situation the back rope of the main topsail broke, and was the occasion of the sail being split from the one back rope to the other, and the two top-gt. sails gave way in the very same manner. We watched a favorable opportunity to get other sails to the yards, and as the wind freshened and became steady we soon got out of danger. At 8h. 18' a.m., long. pr. t.k. 204° 44' E., lat. 19° 38', the S.E.-east [*sic*] point of the island S.S.W. 6 miles distant. At noon, lat. obd. 19° 47' N. standing to the southward to try to weather the island Discovery 2 leagues to leeward. Before day-break the natives shewed a light ashore, and as soon as it was light displayed a white flag; some attempted to come off to us, but a squal coming on they retired ashore again.

Sailing
round the
island.

A lee shore.

Signals from
the natives.

December, 1778, Sun., 20.—Thr., mid't, 70; noon, 83. Wind from E.N.E. to E. by S., for the most part a fresh gale with showers of rain. Plying to windward, but the sea run so high that all our boards were disadvantageous. At noon the S.E. point of the island S. by E. 3 leagues distant, the snow peak W. by N., and the nearest shore 4 miles distant; latitude observed, 19° 45' N.; longit. pr. t.k., 204° 50' E.

A head-
wind.

Mon., 21.—Thr., mid't, 71½; noon, 80. Wind from east to E.S.E., first part little wind, remainder a moderate gale with some squalls and showers of rain. At 1 p.m. some of the natives visited us, of whom we procured a few pigs and plantains; the latter was exceptable, as we had been without fruit or roots for some days. At 11 a.m. we were again in with the coast, and had some traffick with the natives, several of whom came off to the ships.

Welcome
visitors.

Tuesday, 22.—Ther., mid't, 72; noon, 73; surface, 74. Wind from S.E. by E. to E. by N., a moderate breeze, with squalls and showers. Lay to trading with the natives till 4 p.m., when,

Trading
with the
natives.

- 1778
22 Dec. having got provisions for five or six days, made sail and stretched off to the northward till 8 a.m., then tacked to the southward. At noon, lat. observed $20^{\circ} 28' 30''$, the snow peak S.S.W. $\frac{1}{2}$ W.
- 23 Dec. Wed., 23.—Ther., mid., 73 ; noon, 80. Wind at N.E. b. E., E.N.E., and N.E. ; first and middle part a gentle breeze, latter light airs next to a calm. Continued to stretch to the S.E. till midnight, then made trip to the north till 4 a.m., when we stood again to the S.E. with some hopes of weathering the island, which was not more than 2 leagues distant. At length we got the ships' heads to the northward, and some puffs of wind that accompanied the showers of rain gave us a greater offing. While we were laying, as it were, becalmed, several of the islanders brought off hogs, fowls, fruit, and roots, to exchange, and a goose about the size of a Muscovy duck ; its plumage was dark grey, and the bill and legs were black. At noon the coast extended from S. $\frac{1}{2}$ E. to west ; 2 leagues distant.
- 24 Dec. Thur., 24.—Thr., mid't, 71 ; noon, A 72, sur. $73\frac{1}{2}$.* Wind from E.N.E. to N.E., which in the night blew in squalls with rain. At 4 p.m., having purchased all the refreshments the natives brought off, which was as much as we could well dispence with, made sail and stood to the north. At midnight tacked to the S.E. The signal for tacking was neglected to be made, and as the Discovery was some distance astern it was supposed she did not see us tack, and therefore continued standing to the northward, for at daylight she was not to be seen. Concluding she would now tack and stand after us, I continued standing to the S.E. so long till it was the only tack we could clear the land upon ; for the cast [coast] we had left astern was, by the wind veering a point more to the northward, become a lee shore. At noon the E. point of the island bore S.S.E., 6 leagues distant, the other extreme W.N.W., and the nearest coast 2 leagues distant. Latitude observed, $19^{\circ} 55' N.$; long., p'r t.k., $204^{\circ} 36' E.$
- 25 Dec. Frid., 25.—Thr., mid't, 71 ; noon, 76. Wind at N.E. b. N., N.E., and N.N.E., first and middle part of moderate breeze with now and then showers ; latter part light airs next to a calm. At 3h. 21', long., p'r t.k., $204^{\circ} 44' E.$, the E. point of the island S. b. E., 3 leagues distant. At 6 the southermost part of the island in sight bore S.W. $\frac{1}{4}$ S., the nearest shore 7 or 8 miles distant ; so that we had now accomplished what we had been so long aiming at, viz., to weather the island ; but the Discovery was not to be seen. I continued to stretch to the E.S.E. under an easy sail till 2 a.m., when we tacked and stood to N.W. with the expectation of joining the Discovery in the morning, but was desappointed. At 8 it fell calm ; we took the opportunity to shift

* Evidently intended for : Temperature at noon—atmosphere, 72 ; surface of water, $73\frac{1}{2}$.

some of our sails that wanted repairing. At noon the S.E. part of the island extended from S.W. b. W. $\frac{1}{2}$ W. to W. b. N., and the E. point bore W. b. S., 3 leagues distant. Lat. observed, $19^{\circ} 33'$ N.; long., p'r t.k., $204^{\circ} 52'$ E. A very high sea from N.N.E. I have nowere within the tropicks met with so high a sea as we have had since we have been about these islands; it has never been once down, tho' it frequently shifts three or four points or more.

1778

25 Dec.

A high sea.

Sat., 26.—Thr., mid't, 71. Wind at N.E. b. N., N.E., and N.E.; a gentle breeze and for the most part fair weather; plying off the E. end of the island, from 4 to 10 leagues distant. At 3h. 40' p.m., lat., $19^{\circ} 25'$, long., p'r t.k., $204^{\circ} 57'$, the southern part of the island W. b. S. $\frac{1}{2}$ S., and the S.E. point W. $\frac{1}{2}$ N., 5 leagues distant. At 8h. 30' a.m. the snowey peak bore N. 74° W., lat., $19^{\circ} 22'$, long., p'r t.k., $204^{\circ} 53'$ E. At noon the island extended from N.W. b. W. to S.W. b. W. $\frac{3}{4}$ W., and the E. point bore W. b. N. $\frac{1}{4}$ N., about 5 leagues distant.

26 Dec.

Fine weather.

December, 1778, Sunday, 27.—Ther., mid't, $71\frac{1}{2}$. Wind variable between N. b. E. and E.S.E., with some squalls and showers of rain. At 4 p.m., being 3 or 4 leagues from the land, a canoe conducted by three men came off to us, with three pigs and a few bread-fruit, which we purchased, tho' we did not want them, having already more on board than we could consume while good, for neither fruit nor roots will keep good many days, and the pigs pine away and die.

27 Dec.

Squalls and rain.

Fresh food.

The old mainsail being much worn, it was taken to patch and mend the other old sails to endeavour to make them serve while about these islands; also the mizen and mizentop-mast staysails being both worn to rags were converted to the same purpose. At 7h. 44' a.m., long., p'r t.k., $204^{\circ} 27\frac{1}{2}'$ E., the east point of the island W. b. N. $\frac{1}{4}$ N.. At noon it bore N.W. b. W., and the southermost part in sight W. b. S. $\frac{1}{4}$ S., lat. ob'd, $19^{\circ} 22\frac{1}{2}'$, long., p'r t.k., $204^{\circ} 48'$ E. As we had no sight of the Discovery, it was concluded she was gone to the leeward of the island.

Mending the sails.

No signs of the Discovery.

Mon., 28.—Thr., mid't, 72; noon, 75. Wind from N.E. b. N., to E.N.E.; a gentle breeze and fair weather. At 1 p.m. several of the islanders paid us a visit in about a dozen or fourteen canoes. They brought with them pigs, fruit, and roots. I was sorry they came, as we could not trade with them, our old stock not being exhausted. In the morning, the S.W. highland being clear of clouds, we saw its summit was wholly covered with snow. This hill is not near the height of the other. P.M. observed distances and variation. At noon lat. observed $19^{\circ} 7' 20''$, long., p'r t.k., $204^{\circ} 55'$ E.; the S.-east point of the island N.W. $\frac{1}{2}$ N., and the southern part W. $\frac{1}{2}$ N.

28 Dec.

Traffic with the natives.

- 1778
29 Dec. Tues., 29.—Thr., mid't, 71; noon, 73. Wind from north to E.N.E. First part a gentle gale and fair weather, middle part little wind with rain, and the latter part squally with hard rain, P.M. observed distances. Though we were 5 or 6 leagues from the land, several canoes came off to us with refreshments, a part of which we purchased and sent the rest away. At noon latitude in $18^{\circ} 59\frac{1}{2}'$ N., longitude ——. Tacked and stood to the northward; no land in sight.
- No land in sight.
- 80 Dec. Wed., 30.—Thr., mid't, 72; noon, 71. P.M. the wind from N.E. to E. b. N.; a.m., from N. b. W. to W.N.W. A gentle breeze and thick hazey weather with rain. Plying off and on. At noon the E. point of the island bore W.N.W. $\frac{1}{4}$ N., about 5 leagues distant.
- Dirty weather.
- 31 Dec. Thurs., 31.—Thr., mid't, 72; noon, 72. From 1 p.m. to $\frac{1}{2}$ -past 10 we had a calm, so that we clewed up all our sails and let her drive before the swell, which ran high and set to the westward. The weather was gloomy, but fair. At sunset the snowey peak bore W.N.W., and the E. point of the island N.W. b. W. $\frac{1}{4}$ W., about 5 leagues distant. At $\frac{1}{2}$ -past 10 a breeze sprung up at S.S.E. Set the sails and made a trip to the eastward till 4 a.m., when we stood to the westward with a view of going in shore. Several canoes met us with fruit, &c. Tacked and brought to to trade with them. At this time the snowey mountain bore W. b. N. $\frac{1}{2}$ N., and was open to the northward of the S.E. point of the island. Soon after it came on to rain very hard, so that but a few of the natives came off, and these few brought no hogs, on account, as we suppose, of our not purchasing those they brought a few days before.
- Calms.
- Standing in shore.
- Heavy rain.
- 1779
1 Jan. Frid., 1 January, 1779.—Thr., mid't, 70; noon, 75. At half-past 3 p.m. made sail and stood to S.W., with a gentle breeze at S.S.E., with rain. At $\frac{1}{2}$ -past 5 it ceased to rain, the sky cleared up, and the night, which was spent in plying, was clear and pleasant till towards daybreak, when the sky was again loaded with heavy clouds, and soon after had a great fall of rain with thunder and lightning. Between 7 and 8 o'clock the weather cleared up, and we had a sight of the snowey peak N.W. b. W. $\frac{1}{2}$ W. At the same time the S.E. point of the island bore N.W. b. N., 3 leagues distant. This gleme of fair weather was soon succeeded by heavy rain, which continued till 10 o'clock. After that time we had fair weather. As we were not more than 4 or 5 miles from the shore, the people came off with refreshments, particularly bread-fruit. At noon, latitude observed, $19^{\circ} 24'$ N.; the E. point of the island N.W. b. W. $\frac{1}{2}$ W., 3 or 4 leagues distant.
- Variable weather.
- 2 Jan. Sat., 2.—Thr., mid't, 71; noon, 76. Wind from S.E. to S.S.E. A gentle breeze and fair weather. At 3 p.m., having purchased all the provisions the natives brought off, made sail and stood to

the eastward till midnight, when we went on the other tack. I now intended to get to the lee side of the island as soon as possible to look for the Discovery. Indeed it was not prudent to remain on this side any longer, as we hardly got fresh pork sufficient for present consumption. At noon, lat. observed, $19^{\circ} 22' 30''$; long., pr. t.k., $204^{\circ} 56' E$; the S.E. point of the island N.W. $\frac{1}{2}$ W. $4\frac{1}{2}$ leagues distant, and we were not less than 4 from any part of the coast, yet even at this distance some canoes came off to us.

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2 Jan.

Looking for
the
Discovery.

Sun., 3 January, 1778*.—Thr., mid't, 73; noon, 74. P.M. wind at S.S.E. and S.E. A gentle breeze and fair weather. Several of the islanders continued with us till near night, trading with pigs, fruit, roots, and salt. At 7, being calm, clewed up all the sails and let the ship drive before the swell till 4 a.m., when a breeze sprung up at north, which afterwards veered to N.E. and E.N.E. Weather clear and pleasant. At 7h 26', long. pr. t.k., $204^{\circ} 26' 30'' E$, the island extended from S.W. b. W. to N.N.E. $\frac{1}{2}$ E, and the southermost snow hill W. b. N.; the nearest shore $1\frac{1}{2}$ league distant. As we ranged the coast to the westward we perceived several canoes coming off from the shore, and at $\frac{1}{2}$ -past 8 brought to, to trade with them. At noon, latitude observed, $19^{\circ} 11' N$; long. pr. t.k., $204^{\circ} 24' E$; the island extending from N.N.E. to S.W. b. W. $\frac{1}{2}$ W., and the nearest part 5 miles distant.

3 Jan.

Trading for
food.Sailing along
the shore.

Mon., 4.—Thr., mid't, 73; noon, 88 in the sun. Wind easterly. A gentle breeze and fine weather. At 4 p.m., long., pr. t.k., $204^{\circ} 19\frac{1}{2}' E$, the island extending from S.W. b. W. to N.E. b. E, nearest shore 2 or 3 miles distant. Several of the islanders were alongside trading with us till dark, when they all left us and we stood out to sea and brought-to for the night. At 4 a.m. made sail and stood in for the land, and then ranged along the coast at 3 or 4 miles off. At 8 the longitude by the timekeeper, $204^{\circ} 6'$; lat., $19^{\circ} 3' N$. The most advanced land to the west bore S.W. b. W. The summit of the southermost high land, at this time covered with snow, bore N.W. b. N., and the nearest coast 5 miles distant. At 10 the islanders began to come off with the produce of the island, and we brought to, to trade with them. At noon the island extended from S.W. b. W. $\frac{1}{2}$ W. to N.E. $\frac{1}{2}$ E, the nearest shore 3 or 4 miles distant. Lat. ob'd, $18^{\circ} 59' 40''$; long., $204^{\circ} 1' E$. The high land above mentioned, altho' it was covered with snow, is, however, of no great height, and lies only — miles from the sea-coast. The land falls with a gentle decent down to the shore, which is rather low and very rocky, against which the sea everywhere breaks in a dangerous surf. We have not yet struck soundings upon any part of the coast of this island. This S.E. side of the island wants that fertility which enriches the prospect of the other.

4 Jan.

Standing in
for the land.Appearance
of the
country.

* An error; should be 1779.

- 1779
5 Jan. Tues., 5.—Th., mid't, 72 ; noon, 76. Wind between the east and N.E. A fresh breeze with some showers of rain in the night. At 2 p.m., most of the islanders leaving us, made sail and ranged along the coast to the westward. At 4h. 20', longitude, pr. t.k., $203^{\circ} 56'$ E. ; latitude, $18^{\circ} 58'$; the south point of the island S.W. b. W. $\frac{1}{2}$ W. ——— miles distant. At this time several canoes met us. The people in them were fishers, and had got some albacore just caught, which they had exchanged for pieces of iron. Punished James Dormot with twelve lashes for defrauding the natives. Spent the night making short boards, and at daybreak hauled in for the land. At 8 several canoes filled with natives came off to the ship ; their articles of trade were hogs and women. It was not possible to keep the latter out of the ship. At this time the longitude by the t.k. was $203^{\circ} 48\frac{1}{2}'$ E., and at noon $203^{\circ} 43'$ E. Observed latitude $18^{\circ} 59\frac{1}{2}'$, the south point of the island S. 62° E. ——— miles distant, the other extreme N. 65° W., distant ——— miles, and the nearest shore half a league distant. This part of the island is called ———.* It is pretty well sheltered from the reigning winds, but we could find no bottom to anchor upon. A line of 160 fathoms did not reach it at half a mile from the shore ; besides, if there had been anchorage, there was nothing to induce us to stop here, for nothing could have a more barren appearance than this district ; the whole, from the sea-coast to the summit of the hill, seems to be nothing but rocks or slags, and looking exactly like a country that has been thrown up or destroyed by a volcano. There were, however, several villages upon the coast, probably the residence of fishers, as we saw not a house in the country. Most of the hogs we got were brought from a large village situated on the south point of the island.
- Native fishermen.
- Hogs and women.
- Deep water.
- A barren shore.
- 6 Jan. Wed., 6.—Thr., mid't, 72 ; noon, 76. Wind easterly, a fresh gale and fair weather, till towards noon, when we had some showers of rain. At 3 p.m. bore away and ranged the coast till sunset, at which time we were the length of the S.W. point of the island (being the same as set for the western extreme at noon), and about $\frac{3}{4}$ of a mile from the shore. In this situation we found no bottom with a line of 160 fathoms. The night was spent plying. At daybreak stood in again for the land, and found we had gained about 4 miles to windward in the night. As we drew near the shore several of the islanders came off to us, but as they brought little or nothing of what we wanted, I did not wait, but bore up along the coast past the S.W. point and then brought to, to trade with the natives, several of whom began to come off from all parts. This S.W. point lies in the direction of N. 68° W. from the south, ——— miles distant. From it the coast
- Stand off for the night.
- The contour of the coast.

* The chart published in Cook's Third Voyage shows this part of the coast as being named Kaoo-Apoonsa ; but there is no allusion to it in the text.

trends N. 28 W. for — miles. Then a distant point appeared at N. 15° W., but the direction of the coast was more northerly. As soon as we had brought to I sent Mr. Bligh,* the master, in a boat to sound the coast for anchorage, with orders to land and look for fresh water. He returned at noon and reported that at two cables' length from the shore a line of 160 fathoms was not sufficient to reach the bottom, and that where he landed there was no fresh water but what lay in holes in the rocks, and that the country was such as above described. At noon the island extended from S. 70° E. to N. 15° W., the S.W. point N. 83° E., the nearest shore 1 league distant; lat. 18° 59½'.

1779

6 Jan

Mr. Bligh
sent in
shore.

His report.

Thursday, 7 January, 1779.—Thr., mid't 71; noon, 80. At 1 p.m. the Discovery joined us. Captain Clerke came on board and informed me that he cruized five days where we parted, afterwards plyed round the east point of the island. He had one of the islanders aboard all the time. He came and remained on board by choise, nor did he take the first opportunity to go ashore, but remained till he met with a friend, with whom he went. At 6 made sail and spent the night standing off and on. In the morning stood in again. At 9, being a league from the shore, brought to, to trade with the natives, many of whom came off to the ships. During the night the wind blew very fresh at E.N.E. In the morning it abated, and during the day we had light airs from all directions, especially near the land. At noon, lat. observed, 19° 1' 15" N.; long., pr. t.k., 203° 26½' E.; the island extending from S. 74 E. to N. 13 W., the nearest part 2 leagues distant.

7 Jan.

Fall in
with the
Discovery.

Variable
winds.

Friday, 8.—Thr., mid't, 71; noon, 79. Wind from E. b. S. to N.E. b. E. a fresh breeze and fine weather. At 6 a.m. made sail and spent the night plying. At daybreak found that the currents had carried us considerably to windward, so that we were now of the S.W. point of the island, and where we brought to, to trade with the natives. At noon, latitude observed, 19° 1' 15" N; long., pr. t.k., 203° 39'; the S.W. point of the island N. 30° E., 2 miles distant.

8 Jan.

Currents.

Sat., 9.—Thr., midn't, 72; noon, 71. Wind easterly, a fresh breeze the fore and middle part, clear weather; latter cloudy with rain. As soon as the natives retired ashore we made sail and spent our time standing off and on. It happened that four men and ten women were left on board. As I did not like the company of the latter, I stood in shore towards noon with no other view than to get clear of them.

9 Jan.

Natives
remain on
board.

Sunday, 10.—Thr., mid't, 68; noon, 73. At 2 p.m., drawing near the shore, a few canoes came off, and in them sent away our guests. At 6 the wind veered to the westward, and not long after

10 Jan.

Sent on
shore.

* William Bligh, afterwards Captain of the Bounty in 1789, and Governor of New South Wales in 1806-9.

- 1779
10 Jan. the weather cleared up. We had light airs from N.W. and S.W. and calms till 11 a.m., when the wind freshened at W.N.W., and brought with it rain. At 7h. 38', long., pr. timekeeper, $203^{\circ} 48'$, the south point of the island N. $10\frac{1}{2}^{\circ}$ W., 4 leagues distant, and the south snow hill N. $1\frac{1}{2}^{\circ}$ E. A strong current setting to S.E.
- 11 Jan. Monday, 11.—Thr., midn't, $68\frac{1}{2}$; noon, 74. P.M. wind at W.S.W., N.W., and N.E., cloudy rainy weather. A.M. wind westerly, a fresh breeze and clear weather. At 4 a.m., when the wind fixed at west, I stood in for the land, in order to get some refreshments. As we drew near the shore the natives began to come off. We lay to, or stood on and off, trading with them all the day, and got but very little at last. Many canoes came off with not a single thing to barter, so that it appeared that this part of the island must be very poor, and that we had already got all they could spare. At the south point of the island bore W. b. S. 3 or 4 leagues distant. Lat. observed, $18^{\circ} 55' 30''$ N.
- Scarcity of provisions.
- 12 Jan. Tuesday, 12.—Thr., midn't, 71; noon, 79. Another, air, 77; surface, 75. Plying on and off with the wind at west, a fresh gale. A mile from the shore and ——— to the N.E. of the south point of the island; tryed soundings and found ground at 55 fathoms, the bottom a fine sand. At 5 p.m. stood to S.W., wind at W.N.W., which before midnight veered to N. b. W., and soon after we had a calm. At noon the south point of the island bore north 20 miles distant. Lat. ob., $18^{\circ} 35' 45''$ N.; long., pr. t.k., 20° . Inclination of the dipping needle, $38^{\circ} 30'$.
- Plying off and on.
- 13 Jan. Wed., 13.—Thr., midn't, 72; noon, 78. First part light airs at S.E. next to a calm. In the night a small breeze as S.W. and S.S.W., which at 8 a.m. veered to S.S.E. Steering to the N.N.W. in for the land. At 9 a few canoes came alongside with a few hogs, but neither fruit nor roots, articles we most wanted. At noon the south point of the island bore N. $86\frac{1}{2}^{\circ}$ E., the S.W. point N. 13° E., the south snow hill N. 19° E., and the north extreme N. 13° W., nearest shore 2 leagues distant. Latitude observed, $18^{\circ} 56' 34''$; long., pr. t.k., 203° .
- No fruit or roots.
- 14 Jan. Thurs., 14.—Thr., midn't, 72; noon, 75. P.M., with a small breeze at S.W., we got the length of the N.W. point of the island, where the wind veered to the westward and northward, so that before the morning we lost all that we had gained. In the morning, being off the S.W. point of the island, some canoes came off, but they brought nothing we were in want of. We had now neither fruit nor roots, and were under a necessity of making use of some of our sea provisions. At length some canoes from the northward brought us a small supply of both hogs and roots. At noon the south point of the island bore E. $\frac{3}{4}$ S., and the S.W. point N. b. E., 1 league distant. Latitude observed, 19° .
- Losing ground.

Friday, 15.—Thr., midn't, 72 ; noon, 77. Variable light airs 1779
 next to a calm till 5 p.m., when a small breeze sprung up at 15 Jan.
 E.N.E., and with it steered along shore to the northward. At
 noon the S.W. point of the island S. 65° W., 3 leagues distant,
 the N.W. point N. 68° E., 1 league distant ; the extremes of the
 island to the north, N. 6° W., and the high land of Mow-wee
 N. 16° W. Latitude observed, 19° 7' 30" N. As it was a fine
 pleasant day, we had plenty of company and abundance of
 everything. We had the company of several all night and their
 canoes towing astern. Abundance
of every-
thing.

1779, January, Satur., 16.—First and middle parts had variable 16 Jan.
 winds, with some showers of rain ; the latter part the wind was
 easterly, and attended with fair weather. Plying to the north-
 ward. At daybreak, seeing the appearance of a bay, sent Mr. A harbour.
 Bligh, with a boat from each ship, to examine it, being at this
 time 3 leagues off. Canoes now began to come off from all
 parts, so that before 10 o'clock there were not less than a thousand
 about the two ships, the most part of them filled with people, hogs, Swarms of
natives.
 and other productions of the island. Not a man had with him
 a weapon of any sort ; trade and curiosity alone brought them Friendly,
 off. Among such numbers as we had at times on board it is
 no wonder that some betrayed a thievish disposition ; one man but
thievish.
 took out of the ship a boat's ruther. He was discovered, but
 too late to recover it. I thought this a good opportunity to
 shew them the use of firearms. Two or three muskets and as A wholesome
lesson.
 many four-pound shot were fired over the canoe which carried
 off the ruther. As it was not intended that any of the shot
 should take effect, the Indians seemed rather more surprised than
 frightened.

Sun., 17.—Fine pleasant weather and variable faint breezes of 17 Jan.
 wind. In the evening Mr. Bligh returned, and reported that Mr. Bligh
finds a
harbour.
 he had found a bay in which was good anchorage and fresh
 water, tolerable easy to come at. Into this bay I resolved to go to
 refit the ship and take in water. As the night approached the
 Indians retired to the shore. A good [number], however, desired
 to sleep on board. Curiosity was not their only motive ; at
 least not with some of them, for the next morning several things Undesirable
guests.
 were missing, which determined me not to entertain so many
 another night. At 11 a.m. anchored in the bay (which is called Moored in
Karakakooa
Bay.
 by the natives Karakakooa*) in 13 fathoms water, over a sandy
 bottom, and a quarter of a mile from the N.E. shore. In this situa-
 tion the south point of the bay bore S. $\frac{1}{4}$ W., and the north point W.
 $\frac{1}{4}$ S. Moored with the stream anchor and cable to the northward.
 Unbent the sails and struck yards and topmasts. The ship very
 much crowded with Indians, and surrounded by a multitude of
 canoes. I have nowhere in this sea seen such a number of Swarms of
natives.

1779

17 Jan.

people assembled at one place.* Besides those in the canoes, all the shore of the bay was covered with people, and hundreds were swimming about the ships like shoals of fish. We should have found it difficult to have kept them in order had not a chief, or servant of Terriboos, named Parea, now and then [exerted] his authority by turning, or rather driving, them all out of the ships.

Ceremonials

A trip ashore.

Among our numerous visiters was a man named Tou-ah-ah, who we soon found belonged to the church. He introduced himself with much ceremony, in the course of which he presented me with a small pig, two cocoanuts, and a piece of red cloth, which he wrapped round me. In this manner all or most of the chiefs or people of note introduce themselves, but this man went further; he brought with him a large hog and a quantity of fruits and roots, all of which he included in the present. In the afternoon I went ashore to view the place, accompanied by Tou-ah-ah, Parea, Mr. King, and others. As soon as we landed, Tou-ah-ah took me by the hand and conducted me to a large Morai; the other gentlemen, with Parea and four or five more of the natives, followed.

Samwell's account.

SOME ACCOUNT OF A VOYAGE TO SOUTH SEAS IN 1776, 1777, 1778.

Written by David Samwell, Surgeon of the Discovery.†

Extract from the above account, Feb. 4th to Feb. 22nd, 1779.

4 Feb.

Sail from Owhyhee.

Feb. 4.—We sailed out of Kerag-egooa Bay, and stood along shore towards the Island of Mow-ee, attended by a number of canoes. This part of the island has a pleasant appearance. We saw many towns along the beach, and here and there streams of lava. We had light winds all day.

5 Feb.

Visit of a chief.

Feb. 5.—This morning canoes came off shore to us with a few hogs and roots. The people in one sailing canoe had their heads bound with grass, having come from a distant part of the island, and being obliged to pull hard, as there was but little wind. As soon as they approached the ship, the chief, who was sitting down among the hogs and other merchandize, began a song, which he continued till he came on board, where he disposed of his cargo for tois or small adzes, and then returned home again, well contented with his bargain. As we had but light winds all day, and were not a great way from shore, Kariopoo,‡ with his attendants,

* Ellis, in his *Narrative* (vol. ii, p. 84), says that the vessels on mooring were "attended by an incredible concourse of the people in their canoes; the shores and hills were also lined with them, and at a moderate computation there could not be fewer than eight thousand."

† This extract from the account by David Samwell, published at the instance of Dr. Kippis, is given here as a continuation of the journal contained in the pages immediately preceding this. The work is now so rare as to be beyond the reach of the ordinary reader.

‡ Cook spells this chief's name as "Terreeoboo"; Ellis spells it "Terriaboo."

came on board of us, with Parea and others of our old acquaintance, and staid with us till dusk, and then returned ashore. Many of our old sweethearts visited us to-day. Among the rest was Koo-e-hoo, a beautiful girl, who lives near the town of Kei, in Keragegooa Bay, which is distant 15 or 20 miles. 1779
5 Feb
A native beauty.

Feb. 6.—Sailing round the lee point of O-wy-hee. Much lava on this part of the island. The Indians seem to prefer the lava to any other spot for building their towns on, as they are thicker on those parts that are covered with it than anywhere else. A few canoes came off to us. In the afternoon it came on to blow so hard as to put us under our courses. An Indian chief called Tawedoa was left on board the ship, his canoe, which followed us astern, not being able to come up with us when the gale came on, and therefore obliged to provide for her own safety by making as fast as she could for the shore. Several Indians were left in the same manner on board the Resolution, but as they all knew that we were bound to Mowee they were under no uneasy apprehensions on the occasion. Many of our old sweethearts who had come from Keragegooa were on their passage home when the gale came on. 6 Feb.
A heavy blow.
Natives remain on board.

Sunday, Feb. 7.—It blew fresh all night, and the gale still continues, but is rather more moderate, so that we can carry close-reefed topsails. Distant from Mowee about 2 or 3 leagues. In the afternoon the gale ceased, after which we had light breezes. 7 Feb.
Mowee island.

Feb. 8.—In the morning we stood within two miles of the shore, where we lay to in order to tighten our rigging, which was too slack. Some few canoes came off to us with hogs and roots. Last night the Resolution sprung the head of her foremast. In the afternoon Capt'n Cook sent a boat in shore to examine an open bay. At night the boat returned with an account that there was no proper place for the ship to anchor and repair her mast. We therefore stood back for Keragegooa, as being the only harbour we knew of where the mast could be taken out of the ship. The gale on Saturday afternoon came on so suddenly as to overtake some canoes before they got ashore from the ships. The next morning the Resolution picked up in the utmost distress one small canoe, in which were two men and a little child about three years old, who had been tossed about in their little tub all night, and were so exhausted with labour and fatigue when they came alongside the ship that one of them was lifted on board, where they both burst into tears. They were treated with the greatest humanity, and Capt'n Cook immediately ordered a pig to be killed and dressed for them. The little child had not suffered much, but was lively and chearful. One of them had three or four tois in his girdle or maro, which they had got for a pig they had sold on board the Discovery, from which ship they were 8 Feb.
Looking for a harbour.
Return to Gwhyhee.
Natives in distress.
Cook's treatment of them.

- 1779
8 Feb. returning ashore when they were overtaken by the gale of wind. The boat which was sent on shore from the Resolution Sunday afternoon to look for water fell in with a canoe which had been just upset by the violence of the waves, and a man and two old women who belonged to her in the water struggling for their lives, and they must inevitably have perished had not our boat so fortunately come to their assistance and carried them on board the ship; and to-day, being moderate weather, they were set on shore with the two Indians above mentioned and twenty-eight more who had been left on board the ship on Saturday afternoon.
- Put on shore.
- 9 Feb. Feb. 9.—Standing along shore towards our old harbour with light variable winds.
- 10 Feb. Feb. 10.—A breeze springing up in the night, we found ourselves this morning within a few miles of our old harbour. Several canoes came off to us, in which were many of our old friends; among the rest was Coo-a-ah, the priest who brought a small pig and cocoanuts in his hands, and repeating a few words, presented them to Captain Clerke as a peace offering and welcome again to this part of the island, after which he left us and went on board the other ship to perform the same ceremony. We have had light winds all day, so that we were not able to get into the harbour. We had many canoes about us. Kameha-meha, a chief of great consequence and a relation of Kariopoo, but of a clownish and blackguard appearance, came on board of us in the afternoon, dressed in an elegant feathered cloak which he brought to sell, but would part with for nothing but iron daggers, which they have of late preferred to tois and everything else; and all the large hogs they bring us now they want daggers for, and tell us that they must be made as long as their arms, and the armourers are employed in making them instead of small adzes. Kameha-meha got nine of them for his cloak. He, with many of his attendants, took up his quarters on board the ship for the night. Among them is a young man of whom he seems very fond, which does not in the least surprize us, as we have had opportunities before of being acquainted with a detestable part of his character, which he is not in the least anxious to conceal. Tahedooa received news of his canoe and eight men having been lost in the gale of wind on Saturday night. It is three years to-day since the two ships were put in commission, and we can as yet but say that the voyage may be about half out. However, we are all in good health and spirits. We have only lost three men by sickness and as many by accidents in the two ships, and tho' we have still a long prospect before us and an arduous undertaking in hand, yet when we consider the man who is to lead us through it we all agree that "*Nil desperandum. Teucro Duce et Auspice Teucro.*"
- Kerakakooa Bay.
- Light winds.
- A native boor.
- Lethal weapons.
- Length of the voyage.
- Health and spirits of the crew.
- Confidence in their leader.

Thursday, Feb. 11.—About 9 o'clock we came to an anchor in our old birth in Kerag-egooa Bay, the Resolution being there an hour or two before us. We had but few canoes about us in comparison to the great number we had about us on our first coming into this bay. The Resolution busy in striking her topmasts and preparing to send her foremast on shore to be repaired. Most of our old sweethearts came to see us.

1779

11 Feb.

Anchored at the island of Owhyhee.

Feb. 12.—The ships were put under a taboo on acct. of Kari-opoo paying his first visit to-day, who arrived here and brought several presents for Captain Cook. No girls were suffered to come on board.

12 Feb.

Natives tabooed.

Feb. 13.—This morning the taboo was taken off the ships, the Resolution's foremast was got on shore on the sandy beach, and the astronomer's observatories were erected on the old spot. A great number of large canoes arrived in the bay, and were hauled ashore at the town of Ka-va-roa,* where the Indians are busy in erecting temporary hutts for their residence during our stay here. This morning an Indian stole the armourer's tongs from the forge, but being detected he was ordered to be seized up to the shrouds, where he received a very severe flogging. Notwithstanding this example that was made of him, another Indian in the afternoon had the boldness to snatch the same tongues and a chisel off the forge before the armourer's face and jump overboard with them. He might have been shot in the water, but we thought it too rash to take his life when there was a probability of catching him. The small cutter was manned, and sent after him, with the master and a midshipman in her, but in the hurry they went away without arms. When the Indian saw the boat coming after him he made for a canoe which lay between him and the shore, and he was taken into her; upon this we fired some muskets from the ship at the canoe, which paddled away as hard as she could, and was pursued by the boat, but having only two oars in her was soon left behind. We kept on firing at the canoe from the ship, but she was at too great distance for us to do any execution. Parea was on board when the theft was committed, and sett off immediately for the shore, promising to bring the things back. Our boat still pursued the canoe, which got ashore long before it, and the thief escaped, altho' Captain Cook, who was on shore at this time and saw the boat pursuing the canoe, had run with the 2nd lieut. and a marine, armed, to intercept his landing, but it seems that he was led out of the way designedly by some Indians who intruded themselves as guides to lead him to the place where the canoe would land. As our people drew near the shore in the small cutter they were met by another canoe with the

13 Feb.

Refitting.

Thefts by the natives.

A severe flogging.

A chase.

Escape of the thief.

* Cook's spelling of this native village is "Kowrowa"; it lay at the western extremity of the bay, and was the place of residence of the king.

1779

18 Feb.

The articles
returned.A foolish
act.A brush
with the
natives.The force of
numbers.Parea stops
the fight.Cook's view
of the
matter.

tongues and chisel in her, which the Indians instantly delivered up, together with the lid of the water-cask, which our people knew nothing of its being stole. As they were without arms, and only four in the boat, they were coming back to the ship when the Resolution's pinnace came up to them with five men in her who had come away from the station where they were waiting for Capt'n Cook, without orders and without arms. The officer in the cutter,* who before was going quietly on board, being thus reinforced, thought it not sufficient to have the stolen goods restored without having the thief or the canoe which took him in delivered up; he therefore returned to the shore to seize upon it and bring it to the ship; he accordingly landed, and was pushing her off himself when Parea made his appearance and desired him to desist, as the canoe belonged to him, but no heed being given to his remonstrance, he laid hold of the officer, and pinnioning his arms behind, held him fast by the hair of his head. Upon this one of the Resolution's people struck him on the head with an oar, which made him loose his prisoner; he then seized on the oar, wrenched it out of the man's hand and broke it in two before his face; there was a great croud gathered about them on the rocks, who now began to pelt them with stones. The boat's crew took the stretchers and an oar or two in their hands, and landed and made a shew of resistance, but the Indians poured upon them so fast that they were soon driven back to the boat, where the stones came so thick among them that they were all obliged to jump out of the pinnace, and swim to the small cutter, which lay a little way off the shore, with two men in her, who took them in. The master and the midshipman not being able to swim, retreated upon a small rock in the water, where they were attacked by the Indians with stones, the broken oar, and sticks. One man advanced close to them with a broken oar in his hand, and made a push at the master, but his foot slipping he missed him, and slightly hit the midshipman, the Indians all the while pelting them with stones, from which they both received some hurts, and would perhaps have been killed had not Parea just at this time made his appearance, and ordered them to desist. The Indians then fell to plundering the pinnace, took out all her oars and gang-board, and endeavoured with large stones to knock out the bolts and other iron about her. The midshipman got into the pinnace, and was beat by them, and had his cap stolen. They complained to Parea of the usage they received from his countrymen; he interposed his authority, and gained a cessation of hostilities. He then desired the gentlemen to go on board, but being told that all the oars had been taken away, he went and brought back two whole ones and one broken, with which they rowed off to the tents, where Captain Cook arrived soon after, and was informed of what had happened. He was much displeased at our people for attempting to land among

* This officer was Mr. Edgar, master of the Discovery.

the Indians and seize a canoe with't having any arms, and more especially with the pinnace's crew having intermeddled in this affair and left their station without orders. As the boats were going towards the tents, Parea came up with them in his canoe, and delivered the cap which had been stole from the midshipman. He asked them if Co-ke* would kill him for what had happened, and the gentleman told him that he would not, with which he seemed satisfied, and left them and crossed the bay to the town of Kavaroa. Tho' upon the whole Parea's behaviour to our people was not blamable, as he did nothing but in defence of his property, yet many circumstances make it probable that the whole of this affair was occasioned by him, and that he set the man on to steal, as he was taken into his canoe, which seemed to be lying ready for that purpose, and that the whole scheme had been concerted between him and his people. The Indian chiefs frequently enquire of us who are the tata toa or fighting men among us ; they suppose none are such but those who are tall and stout, the same as they are among them. To-day one of them asked Capt'n Cook if he was a toa, and he answered in the affirmative ; the Indian then desired him to shew his wounds, on which Captain Cook held out his right hand to him, which had a large gash upon it between the thumb and forefinger, and the Indian chief seemed satisfied, and then put the same question to the 2nd lieut. who was in company, but he not having the marks of a tata toa, the Indian told them that he was a fighting man, and shewed his wounds. An Indian brought some pieces of iron on board the Resolution, among which was the breech-pin of a gun. They seem to intimate that they got the iron they had before our arrival from the mast of a ship which had been driven ashore on the island, but that they saw neither ship nor men. I saw a dagger to-day at the town of Kavaroa, which the Indians told us had not come from either of the ships, and it was evident it had been beat out and formed into a dagger by themselves.

1779

12 Feb.

The natives
fear his
anger.A wily
native.Fighting
men.

Iron.

Sunday, Feb. 14.—To widen the breach between us, the Indians last night took away our large cutter, which lay swamped at the buoy of the small bower anchor ; they carryed her off so quietly that we knew nothing of it till we missed her at daylight this morning. Capt. Clerke immediately waited upon Capt. Cook to inform him of what had happened, and soon returned with orders for our launch and small cutter to go under the command of the 2d lieut.† to lie off the east point of the harbour called Kei, and intercept any canoes going out of the bay, and, if he found it necessary, to fire upon them ; at the same time the Resolution's

14 Feb

Theft of the
cutter.Preparations
for its
recovery.

* Co-ke was not, as might be supposed, the native rendering of Cook's name. It was a term applied to their deity ; and appears equivalent to our word "god."

† The second Lieutenant of the Discovery was John Bickman.

1779
14 Feb. launch and small cutter, under the command of the 3rd lieut.,* were ordered on the same service to the west point of the bay, and the large cutter, with the master in her, was sent after a large double canoe that was already under sail and paddling out of the bay; the boat soon came up with her, and firing a few muskets at her drove her ashore on the east point. Capt'n Cook being upon deck and seeing this said that she was secure, which made one of the gentlemen who stood by him say that the Indians would probably defend her if our people attempted to land. Capt. Cook answered that he was sure they would not stand the fire of a single musket, and in this he certainly was right, tho' the fatal accident that soon after followed may at first sight seem to prove the contrary. The loss of so useful a boat as the great cutter would be attended with great inconvenience to the ship; the recovery of her, therefore, was an object of importance. While the boats stationed off each point of the bay prevented any canoes getting out, Capt. Cook resolved to go ashore himself at the town of Kavaroa, and if Kariopoo should be there to get him on board the ship and detain him till the boat was returned, which was the only means that could be used with any probability of success; but if he found that he and his people had fled, as there was reason to suppose, his intention was to retaliate upon them by burning their houses and seizing upon the large canoes which were hauled upon the beach. The business required dispatch; he, therefore, about seven o'clock set out in the pinnace, attended by the lieut. of marines, a serjeant, corporal, and seven private men, with a mate and boat's crew armed. As he expected to meet with resistance, he had the precaution first to order the launch which lay at the point to come more in and act in concert with the pinnace, as he might want their assistance after he got on shore. He then landed with the marines at the town on the most convenient spot for drawing them up. The Indians immediately flocked round him as usual, without any hostile appearance, but not choosing to trust to this he was careful to have them kept at a proper distance from his men. He enquired for the two boys, the King's sons, upon which two messengers were directly sent for them. The two boys soon arrived, and he asked them for their father. They told him that he was asleep at a house in the town a little distance off, and he accompanied them thither with the marines. As Capt. Cook passed along the Indians prostrated themselves on their faces before him, and shewed him the same respect as usual, and Kanina and some other chiefs who had joined him kept the croud in order, according to their usual custom. They asked him if he wanted any hogs or roots; he told them that he did not, but that he wanted to see the king. They soon arrived at the house where he was, which belonged to a chief called Ke-heina. Capt'n Cook desired some of the Indians to go

Cook's opinion of the natives.

He goes ashore.

His intentions.

The marines landed.

Cook goes to see the king.

His reception by the natives.

* Mr. John Williamson. See note, ante p. 415.

in and inform Kariopoo that he wanted to speak to him. They came out several times and presented some pieces of red cloth to him, which made Capt'n Cook suspect that the king was not there. He therefore ordered the lieut. of marines to go in and see, while he himself stood on the outside holding his musket. The lieut. found the old man just awoke from his sleep, and somewhat surprized at the message delivered to him, but came out without any hesitation to Capt. Cook, who took him by the hand and asked him in a friendly manner if he would go on board the ship with him. To this the king, who suspected no harm, most readily consented, and everything hitherto wore the appearance of friendship and tranquility. Capt'n Cook was amazed at this, and said, "These people are entirely innocent of stealing the cutter; I can do nothing with them; however, I must get the king on board." However, as soon as Kariopoo came out of the house some of the Indians were observed arming themselves. He sat down, and a large ring was formed before the house, in which the marines were drawn up. Kanina and his brother Koo-howrooa were very active in keeping order among the croud, which was now becoming very great. About this time two men in a canoe, having first called at the two ships to tell the story, arrived with the news of a chief called Ka-ree-moo having been just killed on the opposite side of the bay by the Discovery's boats that were stationed there. The women, who were sitting together on the rocks by the waterside eating their breakfast and talking in a friendly manner to some of our people in the boats, on this immediately retired, and a confused murmur ran through the croud. An old priest came into the ring to Captain Cook, holding a cocoanut in his hand, which he offered to him, as a present, according to their custom, at the same time singing very loud, tho' often desired by Capt'n Cook to cease, and the lieut. clapped his hands to his mouth, but in spite of everything the old man kept bellowing on, and this seemed intended to divert their attention from the Indians, who were arming in great numbers with spears, daggers, clubs, and stones, and putting on their coarse thick matts, which they use as armour to defend themselves from stones and the weapons used at these islands. The house before which Capt. Cook had his party drawn up is about thirty yards from the waterside, and they were there entirely surrounded by the Indians to the number of two or three thousand, which, on the present hostile appearance, was by no means an eligible situation; he therefore ordered the marines to march down to the waterside and form on the rocks, so as to leave no room for the Indians to get between them and the two boats, which were at this time close together, within a few yards of the shore. The Indians opened, and made a lane for the marines to pass, and did not offer to molest them. Captain Cook

1779

14 Feb.

Interview
with the
king.The natives
arming
themselves.A chief
killed.

A ruse.

Preparing
for the fray.

1770

14 Feb.

Cook and
the king.Fears for
the king's
safety.Cook's
humanity.The first
blow.A charge of
shot.On the
defensive.Watching
for an
opening.

followed them, having hold of Kariopoo's hand, who came with him very willingly, leaning on two of his people, and accompanied by his two sons, the younger of whom (Ke-owa) went directly into the pinnace, expecting his father to follow. The old priest still attended them, making the same savage noise. When they had come near the beach an old woman came crying to the king, and throwing her arms round his neck, with the assistance of two of the chiefs attending him, made him sit down by the side of a double canoe hauled on the rocks. They would not suffer him to go any further, telling him that if he went on board the ship he would be killed. Kariopoo on this hung down his head and looked disconsolate, as if suspecting some disagreeable consequences would ensue which it was not in his power to prevent. A chief well-known to us, whose name is Cohò, was seen skulking about them, concealing a long iron dagger under his cloak. The lieut. took notice of him, and told the captain that he meant to stab one of them, and asked if he should fire at him; but Capt. Cook, who was ever too tender of the lives of Indians, would not permit him. However, the man still closing upon them, the officer struck him with the butt end of his musket, which made him retire. Another fellow laid hold of the serjeant's musket and endeavoured to wrench it from him, but desisted on the lieut. offering to strike him with his piece. Capt. Cook, seeing the Indians resolute and armed all round, said, "If we take him away by force, I see we must kill a great number of them," and as he was pausing, and, as it is imagined, just going to give orders to return to the boats, an Indian was seen threatening to hit him with a stone, upon which he fired at him with small shot, with which one of the barrels of his double piece was loaded, but as the man had a thick matt before him, he received no hurt, and he brandished his spear and threatened Capt'n Cook again, on which, being still unwilling to take his life, he advanced to him and knocked him down with his musket. The marines were all this time drawn up on the edge of the rock facing the Indians. All thoughts of getting Kariopoo on board were now given up, and Capt'n Cook acted entirely on the defensive, in order to secure a safe and orderly embarkation for his small party into the boats. To gain that point it became necessary to resist the impetuosity of the Indians, who, in a body of several thousands of people, were pressing upon them, and ready to seize on the first advantageous opportunity of falling upon our men, should they turn their backs to them and retreat with precipitation and disorder. Ke-owa, the king's son, on hearing Capt'n Cook's fire, was frightened, and at his own desire was put on shore out of the pinnace, as no mischief was even at this time apprehended to those on shore by the people in the boats.

The Indians were now grown very daring and troublesome; they threw several stones at our people, by which one of them

was knocked down. One was seen behind the double canoe threatening to dart his spear at Captain Cook, who, on being shewn the man, shot at him, but it seems killed another who stood by him. The sergeant told him that he had shot the wrong person, upon which he ordered him to shoot the right one, which he did, and killed him. The ardour and impetuosity of the Indians were by this a little repressed; they were staggered, and the body of them fell back. A volley of stones now came among our people, on which the marines gave a general fire, and left themselves without a reserve. This was instantly followed by a fire from the boats, on which Capt. Cook expressed his astonishment, waved his hand to the boats, told them to cease their fire and come nearer in to receive the people. On receiving the fire the Indians fell back, and many of them dropped, and it is highly probable that a vigorous push at this juncture would have put them to flight, but no sooner had the marines made a general discharge but the body of them flung down their pieces and threw themselves into the water; on this all was over. The Indians immediately rushed down upon them, dragged those who could not swim upon the rocks, where they dashed their brains out. Captain Cook was advanced a few paces before the marines when they fired; the stones flew as thick as hail, which knocked the lieutenant down, and as he was rising a fellow struck him in the back with a spear; however, he recovered himself, shot the Indian dead, and escaped into the water. Captain Cook was now the only man on the rock. He was seen walking down towards the pinnacle, holding his left hand against the back of his head to guard it from the stones, and carrying his musket under the other arm. An Indian came running behind him, stopping once or twice as he advanced as if he was afraid that he should turn round, then taking him unaware he sprung to him, knocked him on the back of his head with a large club taken out of a fence, and instantly fled with the greatest precipitation. The blow made Captain Cook stagger two or three paces; he then fell on his hand and one knee and dropped his musket. As he was rising, another Indian came running to him, and before he could recover himself from the fall drew out an iron dagger he concealed under his feathered cloak and struck it with all his force into the back of his neck, which made Capt. Cook tumble into the water in a kind of hite by the side of the rock, where the water is about knee-deep. Here he was followed by a croud of people, who endeavoured to keep him under water, but struggling very strong with them he got his head up, and looking towards the pinnacle, which was not above a boat-hook's length from him, waved his hands to them for assistance, which, it seems, it was not in their power to give. The Indians got him under water again, but he disengaged himself and got his head up once more, and not being able to swim he endeavoured to scramble on the rock, when a fellow

1779

14 Feb.

A bad shot.

The marines
fire on the
natives.Cook's
signal.Flight of the
marines.

Cook alone.

The fatal
stroke.Terrible
odds.A hopeless
struggle.

1779	gave him a blow on the head with a large club, and he was seen alive no more. They now kept him under water ; one man sat on his shoulders and beat his head with a stone, while others beat him with clubs and stones ; they then hauled him up dead on the rocks, where they stuck him with their daggers, dashed his head against the rock, and beat him with clubs and stones, taking a savage pleasure in using every barbarity to the dead body ; as soon as one had struck him another would take the instrument out of his body and give him another stab. At the same time four of the marines were killed (viz.), Jas. Thomas (the corporal), Theophilus Hinks, Thos. Fatchet, and John Allen, privates. The corporal was stabbed in the bowels while in the water ; he fired at the fellow who had stabbed him, and, as some say, killed him. He was soon hauled on the rock with the rest of our people, where the savages dashed their heads and beat them with clubs and stones in such a violent manner and so long continued as if they thought they would never be dead. Let us now come to the boats, which, at the time that Captain Cook waved to them with his hand, and told them to come nearer in, lay close together within five or six yards of the shore, and at the distance of fifteen or twenty yards from the marines, a little to the right of them. The mate,* in the pinnace, immediately complied with Capt. Cook's orders, and brought that boat as near as he could with't grounding, which would have been dangerous, as some of the Indians now attacked the boat, and endeavoured to lay hold of her and haul her on shore, at the same time that the boat's crew were busy in taking the marines in who had escaped from the Indians, which, creating unavoidable confusion and disorder in such a small boat, prevented them entirely from using their firearms and giving assistance to Capt. Cook. The officer† who commanded the launch mistaking, as he himself says, the signal which Capt. Cook made by waving his hand as an order to get further out, immediately ordered that boat to put off the shore at the very moment her assistance was so much wanted, and got to the distance of about fifty yards out of the reach of the stones, where she lay upon her oars, while some of the marines were drowned for want of a boat to take them in, Allen even crying out to them that he should be drown'd if they did not come nearer in and give him assistance, which he accordingly was, not being able to swim, and it is highly probable that the corporal might have been saved had this boat come nearer in.
14 Feb.	
Cook's death.	
Mutilation.	
Positions of the boats.	
Cook's orders mistaken.	at the very moment her assistance was so much wanted, and got to the distance of about fifty yards out of the reach of the stones, where she lay upon her oars, while some of the marines were drowned for want of a boat to take them in, Allen even crying out to them that he should be drown'd if they did not come nearer in and give him assistance, which he accordingly was, not being able to swim, and it is highly probable that the corporal might have been saved had this boat come nearer in.
The pinnace withdraws.	
The conduct of the lieutenant.	This conduct of the officer who commanded in the launch was taken notice of at the time by the lieut. of marines, who presently after exclaimed against it, and said that he once thought of shooting him on the spot. The crew of that boat likewise spread a report that if they had gone in according to Capt. Cook's orders they might have given him and the rest of the people on shore
Statements by the crew.	

* Mr. Roberts.

† Mr. John Williamson. Ante, p. 415.

some assistance, whereas in the situation to which the officer had ordered them they could be of no manner of service to any of the people, for all those who escaped with their lives by swimming were taken in by the pinnace, which was thereby so crowded that the crew could not make use of their firearms against the Indians who were killing Captain Cook. The officer of marines,* after getting into the pinnace, finding her so incommoded by the number of people in her, jumped overboard and swam to the launch, first having saved the life of Jackson, a marine, who was just sinking after having received a violent blow on his head. The launch kept a fire from the situation she was in on the Indians on shore. At the same time the officer gave orders for the small cutter to go close in shore with four or five youngsters in her and keep a fire on the Indians. They went close in, but could hardly find an Indian to fire at, there being only a few stragglers thinly scattered here and there, and the dead bodies of Capt'n Cook and the four marines lying on the rock close to the water's edge, with only two or three Indians about them, so that there could be no manner of difficulty in taking them in. However, one or two muskets having got wet in the launch, and abt. as many men saying that their cartridges were almost expended, this was thought a sufficient excuse for returning to the ship and leave the dead body of their great commander exposed on the beach to the insults and barbarities of the Indians. What can be said to this? They did return on board with the boats, with about forty men in them, the major part of whom, according to their own declaration, had their boxes nearly full, not having expended above three or four cartridges. As they were pulling off, the coxswain of the pinnace fired at a few Indians on the beach and killed one of them, on which the rest immediately fled and left the place clear. To have come away at such a time as this and forsaken the body of Capt'n Cook cannot be thought on without feeling the keenest anguish and indignation. The men, it must be said, were most sincerely affected on this occasion, and had they been left to themselves would most certainly have brought him off. When they came alongside they cried out with tears in their eyes that they had lost their father! Those on board knew of their loss before this, having seen with their glasses Capt'n Cook knocked down, on which two or three great guns were fired among the Indians, which made them fly in great numbers. Had this fire been kept up the beach would soon have been cleared, and it is difficult to say positively that it would not have given Capt'n Cook some chance for his life. It is certain that this alone would have cleared the beach for a few men out of the boats to land and bring his body off. However, for some reason even this fire was discontinued almost as soon as it was begun. It is the general opinion that on account of the

1779

14 Feb.

The pinnace crowded.

Flight of the natives.

The bodies left on the rocks.

Exposed to the insults of the natives.

A charge of cowardice.

The grief of the sailors.

An opportunity lost.

* The lieutenant of marines, Mr. Molesworth Phillips.

1779

14 Feb.

A retrospect.

Excessive caution.

Natives' dread of firearms.

Alive to the weakness of an enemy.

Wounded in the back.

The attack on Cook.

Treachery of the natives.

A detailed account.

The author's candour.

situation he was in the boats could not have saved Capt'n Cook's life, still it appears difficult to decide what might have been effected by three boats with near forty men in them, from what was done by one of the smallest, which at the most important moment was engaged in picking up those who swam from the shore. Tho' at first, while men's passions were yet warm, it was common to cry up the intrepidity and more than manly courage of these Indians, yet, when we consider the matter coolly, it appears very evident that they never faced our people or attacked them, except at a distance with stones, untill they were encouraged to fall on by our people turning their backs to them and falling into disorder. Indians never will, be they ever so numerous, stand before a set of resolute men with firearms who will firmly maintain their ground, nor, except they have you entirely in their power, will they stand the fire of a single musket. But no people are quicker to observe or more active in taking advantage of their enemies when that vigour and firmness which ought ever to be kept in full force begins to relax; when the different parts, which ought to act as one body, begin to fall asunder, then by a furious onset they increase the confusion and gain a very easy conquest.

All those who were wounded were wounded in the back. When Capt'n Cook was left upon the rock alone, the Indian seemed afraid of approaching him even when his back was turned to him. It was not every man among them who dared even in his present situation to attack him. He was a chief of great consequence, and nearly related to Kariopoo, who had the courage to do it. Capt. Cook was entirely detached from the croud. The man advanced to him slyly when he could not suspect anything. Had he been aware of his coming time enough to have faced him, it does not admit of a doubt but that the Indian would have fled his presence like the souldier did from the brave Roman when he cryed out, "Fellow, darest thou kill Caius Marius?" Tho' these Indians are undoubtedly brave, yet a small body of well-disciplined Europeans with firearms will have much more to suspect from their treachery than their courage. Upon the whole, may it not be fairly inferred that had the launch stood by the pinnace, and both had resolutely pulled in and kept a regular and well-directed fire upon the Indians, that they must have given way, and thereby the life of that man been saved whose loss his country must ever deplore.

Such were the circumstances of this most unfortunate affair, in the relation of which attention has been paid to every particular of it, which probably has rendered the narrative tedious and prolix; and however disagreeable a task it may be to sum up those facts, which reflect no credit on the conduct of one of the officers, yet I hope it has been done with candour, and that even the great veneration in which I hold the abilities and virtues of

Capt'n Cook has not cast such a mist before my eyes but that I have been able to see and honest enough to follow the path that is enlightened by the rays of truth. It may be affirmed that nothing has been aimed at in this narrative but to relate matter of fact, and that the excellent precept of Shakespear has been all along kept in view and inviolably adhered to—

1770

14 Feb.

“ Nothing extenuate,
Nor set down aught in malice.”

The accident happened at eight o'clock in the morning, Capt. Cook having been ashore about an hour. As soon as the boats went off the Indians came down and carried away the dead bodies of our people and of their own which lay on the rocks. The top of the hill above the town was all this time covered with people looking on, and others flocking out of the town in great numbers. Those who were most active on this occasion were the chiefs, who had got a great number of iron daggers from us, which being so much superior to their own became the chief instruments of our destruction, and had they not been supplied with these it is probable we should not have suffered so much as we did. The chief who killed Capt'n Cook was a man of great consequence among them. He was well known to us, being a near relation of Kariopoo, and a constant companion of his. His name is Neo-ah. The chief's name who struck him first with the club is Ka-rima-no-co-a-ha. He is likewise related to the king, and a man of the first consequence. These Indians shewed at first temerity, or if you will a resolution, in facing the fire of our boats, which, had it not proceeded entirely from ignorance, would have done them credit. They were totally unacquainted with the effect of firearms. They thought their matts would defend them from a ball as well as from a stone, and in the heat and fury of action they were not immediately convinced of the contrary. Holding their matts before them, they advanced up to the very muzzles of our pieces, and when one man dropped another instantly supplied his place and met with the same fate. They would snatch a dagger out of a dead man's hand and advance with it to the very spot where he had just been killed. But this temporary fury and confidence with which they were inspired from the advantage they had just gained over the marines on their having fallen into disorder, and from their ignorance of firearms, soon abated when experience began to teach them that the force of a ball could not be resisted by a matt like that of a stone, and when they saw many of their companions and some chiefs lying dead on the beach, and hardly one of our people in the boats so much as hurt, they saw our superiority and gave way on all sides. When a man fell they covered the dead body with a matt, and seemed to be much afraid that any

The natives
remove the
bodies.

Cook's
assassin.

The natives
reckless.

Their
courage

begins to
waver.

- 1779
14 Feb.
Rescue their
dead.
- of them should fall into our hands, not one of them hesitating a moment in exposing his life to the most imminent danger to carry off the dead body of his countryman, and to this it was remarked they were particularly attentive, which is a custom among them arising from the barbarity with which the dead bodies of their enemies are used by these Indians and the trophies which they make of their bones.
- Their chiefs.
- Kanina and his brother Koo-how-rooa were both killed, with two other chiefs not known to us by their names, which were Ke-ave and Kai-e-carepo. It seems that Kariopoo and his sons went off when the skirmish begun, and were not witnesses to the death of Capt. Cook. Nine stand of arms belonging to the marines fell to the Indians, with the bayonets, besides the double bared piece and hanger of Capt. Cook. There were in all between twenty and thirty Indians killed. None of the people who came off received any considerable hurt except Jackson, the marine. The serjeant was a little grazed with a stone on the side of his face; he escaped by retreating into the water with his bayonet pointed to the Indians, which plainly shews the advantage and necessity of always facing them.
- Clerke takes
command.
- As soon as the boats came on board, the pinnace was sent to the Discovery to inform Capt'n Clerke, upon whom the chief command had now devolved, of what had happened. He went immediately on board the Resolution. The security of her foremast, which was repairing on shore on that side of the harbour where the tents were erected, became now the first object. A reinforcement of men was sent to Mr. King, the 2nd lieut. of the Resolution, who commanded there, and who was already surrounded by a great number of Indians, who attacked the people at a distance and from behind some walls and houses with stones. The Discovery's boats, which lay at the east point of the bay, now joined him, and he drew up all his force on the pile of stones called Ohekeaw, which was a very advantageous situation, where he was secure from any sudden onset of the Indians, and where he could overlook and guard the people who were getting the foremast into the water and the tents into the boats, to be carried on board the ships. The Indians, from all quarters, pelted our people with stones, but did them no hurt, but a few of them fell by our firearms. The priest, Kaireekea, who had been our constant friend, and by his honest and obliging behaviour had gained universal esteem among us, staid all this time by our people, and at the desire of the lieut. expostulated with his countrymen on their attacking our people, and telling them that we meant to do them no hurt, except we were forced to it in our own defence. But this having no effect upon them, who still continued to throw stones, Mr. King told Kaireekea, that it would be better for him to stay with us no longer, because his countrymen might take offence
- Lieutenant
King.
- Guarding
the car-
penters.
- A friendly
native.

at it, or some accident might happen to him from our people, upon which this friendly Indian went away. A great number of people being collected together on one side of our men, where they were defended by their houses and stone walls, which prevented them from being dislodged by the musketry, the officer sent on board the Discovery to desire that some great guns might be fired among them, which was done, and soon dispersed them. One shot took a cocoanut-tree in two under which a great number of people were sitting, who immediately scampered off in the utmost hurry and confusion. The Indians never offered to attack our people in a body, but lurked behind the houses and rocks, from whence they kept throwing stones. Our people kept a constant fire upon them whenever they shewed themselves, and killed several of them. Sometimes one of them would come out of bravado to expose himself as a mark for our people, and if they missed him would wave his matt over his head in triumph. One man having stood several shot, had still the rashness to stand there and brave our people, till at last he was brought down. Another Indian came to take his body off, and he was fired at. At every discharge he started a little forward, then returned, laid hold of the body again, and throwing his matt over him dragged him slowly along; and in performing this generous office he was at last killed; however, other Indians came and carried off both the bodies in defiance of our people. On seeing the fire and smoke at the discharge of the muskets, the Indians concluded that they did the execution by burning, and then naturally supposed that water would destroy their effect, which made them all wet their matts in a pond close by. There were five or six Indians killed, and not any of our people hurt. The mast and tents were got safe on board. After they had quitted their station on Ohekeehaw, the place was immediately occupied by the Indians; but having got everything from the shore, we had no further molestation to fear from them. Notwithstanding we are at open war with these people, we had a few girls on board both ships all this day.

1779

14 Feb.

The great guns.

The tactics of the natives.

Those of the sailors.

A deep-laid scheme.

The mast repaired.

Reflections being universally cast on the conduct of the third lieut. of the Resolution, who commanded in the launch, he desired that a public enquiry might be made into the affair; accordingly, several of that boat's crew were called, who gave answers to the several questions that were put to them agreeable to the account that has been before given of this morning's transactions, but some of the mates seemed to prevaricate and dissent from their first assertions, even expressly contradicting what they had said to the officer of marines when he blamed the conduct of the third lieut't.

Conduct of Williamson.

An inquiry.

The foremast being got on board, our next object was to recover the body of Capt. Cook from the Indians, and as it was thought impracticable now to get it by force, as in all probability it was

The next object.

1779

14 Feb.

Recovery of
the body.Defence
works.A flag of
peace.A native
priest.

Wants a toy.

A chief.

removed up into the country, the only method left was to endeavour to make them give it up by fair means. The mast having taken a long time in getting upon deck, it was four o'clock before this plan could be put in execution. When the boats of both ships were manned with ab't eighty people, all armed, under the command of Mr. King, who had orders not to land or fire upon the Indians without they first attacked our people, but to endeavour to come to a parley with some of them, and try by fair means to get the body restored. As the boats approached the shore, many of the Indians, who were collected together in great numbers on the beach, fled; others retired a little way from the waterside and threw stones at us with slings; they all appeared with their matts on and armed with long spears and daggers. Since morning they had thrown up several little breastworks of stones in many places near the spot where our people were killed, probably expecting an attack from us at that place. Mr. King got out of the pinnace into the small cutter, and hoisting a tablecloth as an ensign of peace, rowed close in shore, while the rest of the boats lay a little further off on their oars. We opened our arms and cried out that we were at peace with them, by which means we gained a parley with them, and some of them spread out their arms and shewed us they had no weapons. One of them advanced to the waterside and beckoned to us to come on shore, but not choosing to do that, we desired that he would come to us, at which he made no hesitation, but jumped into the water and swam off to us. We found it was our old acquaintance Coo-a-ha, the priest. He came into the boat and saluted us by touching noses, and made a crying noise, lamenting the unfortunate quarrel that had happened between his countrymen and us. We told him that we were come for the body of the Orono (by which name Capt'n Cook was mostly called by them), and asked him where it was. He told us it was up towards the hills, and that we should have it, and that he himself would go and see it brought to us. He then (how strange is the disposition of these people!) asked us for a toy, and it was given to him, upon which he went ashore, and we lay upon our oars waiting the event at the distance of 10 or 12 yards off the shore, and the other boats a short way without us. We saw one man parading about with Capt'n Cook's hanger in his hand, and another with one of our people's trousers on. The Indians were all armed, but did not offer to assault us. We frequently enquired for the body, and they told us that it would be brought to us presently. In a short time we saw the Indians prostrating themselves, and a chief of some consequence called Eè-à-pè came toward the beach dressed in a long feathered cloak. He went and sat in a large canoe that was hauled up dry, expecting we would come to him, but finding that none of us chose to trust ourselves ashore, he came down to us. The Indians at this time shewed

such a peaceable disposition that the lieut. was almost tempted to venture on shore among them himself, but when Eè-à-pò came down to the waterside he told us that the Orono was not killed, at the same time lurking behind a rock concealing a dagger under his cloak, and had upon the whole such a suspicious appearance that presented such a lively picture of treachery as was sufficient to put Simplicity herself on her guard. Soon after another chief well known to us, called Ta-hedoa, who had lived many days on board the Discovery, as has been before mentioned, came down, and in a friendly manner called one or two of his old shipmates by name with whom the day before he was so intimate. We asked him for the Orono, and he told us that he was a good way in the country, and that he would be brought to us to-morrow. At the same time some Indians were informing the men in the other boats that the body of Capt'n Cook and the four marines were all cut to pieces. Ta-hedoa planted a white ensign on the rock, and there was another stuck on a small heap of stones on the spot where they had killed Capt'n Cook. Mr. King having waited above half an hour to no manner of purpose, the Indians seeming only to trifle with us, sent on board to Capt'n Clerke to inform him of what the Indians said, and to know what he would have him do further. The boat returned with orders not to commit any hostilities, to return on board and wait till to-morrow to see if the Indians would perform their promise. Upon this we all put back to the ship, to the great disappointment and vexation of all the people, who wished for nothing more than to revenge the death of their much-loved commander on the spot where but a few hours before they had seen his dead body lie and insulted by the Indians. It was with much difficulty they could be restrained from firing upon them, and indeed it required more than human patience tamely to look on while one man brandished Capt'n Cook's hanger full in our faces and others paraded about with some of our people's cloaths on; and to complete the whole, some of them smacked their backsides at us in contempt as we were pulling off, and others threw stones, yet we bore it all very quietly. The Indians frequently desired some of us to land, telling us we should have the dead body, which probably was intended as a snare to get us into their hands. As soon as we came away, they all retired from the beach and went up towards the foot of the hill behind the town, where we suppose the dead bodys were, having seen them carried that way in the morning, and since perceived with our glasses from the ship some of them lying along stripped of all their cloaths and crowds of Indians about them. Soon after we got on board, Coo-a-ha, the priest, came alongside the ship in his canoe with a white flag hoisted. He told Capt'n Clerke that if he would accompany him ashore the dead body of the Orono would be delivered to him. Finding that he could not

1779

14 Feb.

His
treachery,and
promises.Lieutenant
King and
the natives.The crew
anxious for
revenge.Restrained
with
difficulty.The natives
retire.The priest
distrusted.

- 1779
14 Feb. —
Parea, the
cause of the
trouble.
- Position of
the ships.
- 15 Feb.
- Disposing of
the dead.
- The priest
returns.
- Cook's
effects.
- Natives
killed.
- Cause of the
mischief.
- prevail upon him, he endeavoured to persuade the 2d lieut. to go with him, and it is unnecessary to say that he likewise refused, upon which the old priest paddled ashore. Parea seems to have been the sole occasion of this unhappy quarrel, as it is pretty clear that he set the man on to steal the armourer's tongues and chisel, and not improbable that he was the man who stole the cutter. Last night the centries at the tents heard the women in the town close by making mournful cries; perhaps they knew that some mischief was brewing by their husbands. To-night a boat was ordered to row guard round each ship. The Resolution lay off the town of Kavaroa at the distance of about a quarter of a mile, and the Discovery about a cable's length from her, between her and the town of Keragegooa, on the opposite side of the bay to Kavaroa.
- Monday, Feb. 15.—During the whole night we saw many lights moving backwards and forwards behind the town, and several fires burning, where we imagined the Indians were destroying the dead bodies of our people, and by the lights we supposed they were burying their own people at the foot of the hill, and we heard howlings and lamentations from many parts of the bay. We were quiet in the ships, none of them offering to disturb us in the night. Early this morning a canoe passed the ship at a little distance, in which was only one man. He told us that the body of Capt'n Cook was brought down to the beach. Soon after Coo-a-ha came alongside the Resolution and wanted Mr. King to go ashore. During the course of the day he came to the ship several times under a flag of truce, and once brought a small pig and a head of taroo as a present, but we would not accept of them. In the afternoon Capt'n Cook's cloaths were sold in the cabbins to the gent'n of both ships. Coo-a-ha came to the ship again in the dusk of the evening; as it seem'd that his whole business was only to make observations, we told him to go ashore directly. We waited all this day without seeing anything of the dead body, according to the promise of the Indians last night. Cooaha told us that they had lost about thirty people, among whom were five chiefs, four of whom have been already mentioned; the other was Ka-reemoo, who was the first man killed by the Discovery's boats near the east point of the harbour, the news of whose death, arriving at Kavaroa while Capt'n Cook was trying to get the king on board, seems to have exasperated the Indians and to raise their fears for their and his safety should they permit him to be taken to the ship by Capt'n Cook, and seems in a great measure to have been the occasion of all the mischief that followed. There were a great number of Indians at the town of Kavaroa all this day. Every time the priest returned from the ship they crouded round him to hear the news he had brought. Seeing from the ships many Indians going in the morning across the

low hill behind the town, we suspected that there might be a fleet of canoes round the point waiting for an opportunity to attack the ships, which made Capt. Clerke send the pinnace round the point to see. As the boat rowed along, the people on shore waved white ensigns, but, notwithstanding, when she approached near they hove stones at her. We have had some expectation of their attacking the ships, as they could never find a better opportunity than the present, on account of the Resolution's mast being repairing on deck and the ship much lumbered with rigging, &c. However, it is highly improbable that they will ever make such an attempt. The present goodwill we bear to them makes the generality of us very desirous that they would make a trial. The boat soon returned without having seen any canoes. To-day Capt'n Clerke took upon him the command of the Resolution, and appointed the first lieut. of her, Mr. Gore, to the command of the Discovery; the 2d lieut. of her was appointed 1st, and the 3rd to be 2d lieut. of her.

1779.

15 Feb.

Clerke on
the alert.An attack
improbable.

Promotions.

At eight o'clock at night the two sentries on the Resolution's forecastle perceived a canoe under the bows with two men in her laying hold of the cable, upon which they fired upon them. The alarm was given in the ship of the Indians coming to attack her, and all were immediately upon deck under arms. The two Indians, on being discovered and fired at, cried out for Teene (as they called Mr. King). Our people jumped into the boats alongside, seized the canoe and brought the two men on board, who were much frightened, and asked Mr. King if they would be killed, and he told them they would not, as they were well known to us, both belonging to our friend Kaireekea, the priest. One of them was he whom we called the Taboo man, as he always went in the head of Capt'n Cook's pinnace, holding a long stick in his hand, as has been before mentioned. He had a bundle under his arm, and he was carried down into the cabin, where he opened it and presented to us a spectacle that struck us with horror. This was a large piece of human flesh, being the whole of the upper part of a thigh with the bone taken out. It smelled strong. He told us repeatedly it was the thigh of Capt. Cook, and that he was carrying it over as a present to Cahoo from Kariopoo, and we supposed it might be intended as an offering to their gods. We asked him if they eat the flesh of their enemies; this he strongly denied. We enquired for his head and the rest of the body; he told us that the head was beat to pieces, and the body and limbs burnt, and the bones in the possession of Kariopoo. Cahoo, who is the head priest and chief of Ohekeaw, to whom the Taboo man belongs, does not seem on this occasion to espouse the interest of the king, but rather to favour us. The two men staid on board till after nine o'clock, and then went ashore at Ohekeaw, where Cahoo resides, and a boat was sent with them past the Discovery,

*Qui vive !*A false
alarm.Cook's
remains.The natives
not can-
nibals.Two of them
escorted
ashore.

1779

15 Feb.

Their
candour.Canoes
removed.

16 Feb.

Lament-
ations.A foolhardy
priest.Two
venturesome
boys.Insults by
the natives.

lest the guard-boat might fire at them. On seeing them under the ship's bows the sentries thought they were cutting the cable, to prevent which, as we had some suspicion that the Indians might make the attempt, they were placed on the forecastle. The two shot had gone through the upper part of the canoe, but had luckily missed the two men in her. These two men seemed to deal upon an honest footing with us, told us that if any of us went on shore according to the desire of Coo-a-ha that the Indians would kill them, and that their shew of friendship was intended to deceive. They expressed much fear lest they should know of his having come on board with the thigh. They said that all our people had been burnt last night and their own buried. This morning some of the large canoes were taken out of the bay, the Indians endeavouring to secure all of their effects from falling into our hands.

Tuesday, Feb. 16.—Last night women were heard howling and crying ashore, perhaps over their deceased husbands and friends. This morning Capt'n Cook's thigh was buried in the sea. Coo-a-ha came again to the Resolution under a flag of truce, wanting some of the officers to go ashore, and in the afternoon came upon the same errand to the Discovery. As we are acquainted with the treacherous design that this man comes upon, he owes his life to our forbearance and humanity, which on such an occasion as this seems to be carried to a degree almost bordering upon weakness. However, be it still our praise to err on the side of mercy rather than on that of severity.

Soon after he was gone two boys swam from Ohe-kee-aw to the Discovery, each with a spear in his hand. They came to the stern of the ship and sung together in a solemn manner concerning the late accident, as we guessed by their naming Orono (Capt. Cook) and pointing to the town where he was killed, and sometimes to the opposite shore. They remained in the water about ten or fifteen minutes singing all the time. At last we told them to come on board, which they immediately did, and presented their spears to us, which we returned to them when they went ashore, which they did in a short time, tho' they wanted to stay with us. It is difficult to guess what could induce these boys to put such confidence in us as to venture on board at this time at the hazard of their lives.

Much about the same time a canoe came to the Resolution from the town of Kavaroa, in which were three men. They came almost within pistol-shot of the ship; then one of them stood up with Capt'n. Cook's hat on his head. He threw stones at us, smacked his backside in contempt of us, shewed us the hat, and in an insulting manner waved it over his head. We fired several muskets at him, but they all got ashore unhurt. This intollerable insult added fresh fuel to our passion, already in a flame. The

circumstance of the hat being shown to our people, like the mantle of Cæsar to the Romans, inflamed them even to madness, and nothing was heard among them but a cry for revenge. They went in a body to Capt'n. Clerke, told him they could bear these insults no longer, and desired that he would suffer them to revenge the death of Capt'n Cook. This he promised that they should the next day, and a plan was laid for all the boats to land and burn the town of Kavaroa to-morrow, and to warp the Discovery in shore to cover them, which spread an universal joy over both ships. However, objections were made to it by the new commander of the Discovery, and so the business is postponed to a future day, to the great regret and discontent of almost every individual in the two ships. After the canoe got ashore the Resolution fired four of the great guns at a croud of people collected on the beach looking at us, which immediately dispersed them, and made many of them fly up the hills. Soon after they brought several white flags and planted them on the beach. These people, thinking we are afraid of them, seem to hold us now in the utmost contempt. Two great guns were got out of the hold and mounted on the Discovery's quarter-deck, which, with those in the waist, make up six. The marines were exercised at the small arms and the seamen at the great guns, and everything got in readiness to give the Indians a warm reception should they take it in their heads to attack the ship, which does not at present appear unlikely to us. Cooaha, the priest, came off in the evening and told us that some people were killed on shore by the great guns.

1779

16 Feb.

A plan of revenge.

Gore objects.

Contempt of the natives.

Wednesday, Febry. 17.—This morning boats were sent ashore for water, with a large party of men to guard them, and the Discovery was warped in to cover them. We get the water out of a well by the town of Keragegooa. On the boats drawing near the shore many of the Indians fled up the hills. Some skulked among the houses and threw stones at our people, who fired at them, but did them no hurt. A number of Indians who were collected about Ohekeew were dispersed by a great gun from the ship. By noon one launch got a load of water in, and all the boats came on board. We were apprehensive that the Indians, while the boats were away, might destroy the well. The small cutter was therefore sent close in shore to guard it. A few Indians threw stones at her with slings from behind the houses, and the boat fired at them in return, but no harm was done on either side. The people on the top of the hill rolled down large stones, but they could not reach the boat. An Indian coming to the well for water was shot at. The ball hit the calibash he had on his back, on which he threw it down with great confusion and retreated into a hole in a rock on the side of the hill. After dinner the boats were sent ashore again for water, with orders to burn down the houses,

17 Feb.

A watering party.

Stragglers.

Hostilities continue.

Reprisals.

1779

17 Feb.

Burning a
native
village.A valiant
native.

behind which the Indians skulked and pelted our people with stones. When they landed, the Indians, from their lurking-places, threw stones at them, as they had done before, by which they themselves became the only sufferers, for during the afternoon six of them were killed. At three o'clock our people began to set the town of Kerag-egooa on fire at the corner close to the well, and all the houses, about fifty or sixty in number, from thence to Ohekeaw were soon in a blaze. They were proceeding further, but orders were sent from the ship for them to desist. One circumstance hurt us all very much, which was that the house of Kaireekea, the priest, was burnt down with the rest, and all the sacred buildings and images about it. The man who had thrown down his calibash and made his retreat into a cave was by some means or other discovered about this time. The first man who advanced to him he saluted with a volley of stones, on which he was shot at and wounded. More people came up, and he kept pelting them out of his cave in a most desperate manner, even after he had received one ball in his breast. At last he was shot through the head, but after that struggled hard when they dragged him out of his hole, where it seems he expected to be attacked on our boats coming ashore, as he had raised a kind of breastwork in his defence. He was a fine young fellow, and no lion could have defended his den with greater fierceness and courage than he did his, which was probably owing to these people neither giving nor receiving quarter from their enemies. However, desperate as he was, when he had received many wounds and saw his death inevitable, Nature forced a groan from him even in spite of himself. He screeched out in the agonies of death, and we could not but lament that it was not in our power to save the life of so brave a fellow; this he himself prevented by attacking our people with stones, and resolving to perish sooner than yield himself to our mercy.

Protecting
the waterers.

Two men were observed from the ship skulking among the stones not far from the watering-place. A boat was sent to dislodge them. On the boat coming to them they lay snug behind a large stone, and dodged our men so cleverly that they could not hit them, tho' they fired several shot at them. As we only wanted to drive these people away from the waterers, we thought it would be cruel to take away their lives, so a boat was sent to tell the other to return on board. One of the Indians seeing this coming towards him thought he would stand no chance with them both, therefore took to his heels; a musket was fired at him, but it missed him, and he got clear off. The other man kept his station behind the stone, and the boat was going off without molesting him any further, when a stone, rolled down by his countrymen from the top of the hill, killed him on the spot. Our people in general were so exasperated against the Indians as to be

Killed by a
countryman.

guilty of actions which upon any other occasion would be deemed cruel and barbarous. They cut off with their knives two of the Indians' heads they had killed, whose names were Oma-he-moi and Ano-ho-naw-naw, and hung them to the bows of the boats. However, let it be remembered what provocation they had received, and with what barbarities they had seen the body of Capt'n Cook and those of their shipmates treated by the Indians. Let this be considered first, before a man in his closet, making an empty parade of his humanity, condemns these excesses, committed by men whose passions were roused by the most intollerable insults and barbarities that can awaken the feelings of the human mind. One man who was running up the hill, but finding he could not escape, came down holding two bread-fruit in his hand as a present to our people. Several shot had been fired at him, but upon thus delivering himself up they gave him quarter, and put him as a prisoner on board the launch, where they bound him with ropes and shook the two heads of his countrymen, which had just been killed, and were yet reeking with blood, in his face. The feelings of the poor fellow at this time must have been excruciating, and he showed the utmost horror and dread in his countenance. This shocking piece of cruelty was certainly a refinement upon savage barbarity, and which no provocation whatever can excuse. A little while before the boats were going off we saw a large party of men coming down the hill, each of them carrying a white flag in his hand and a bundle on his back. However, not choosing to trust to appearances, when they had come within musket shot, the men placed at the side of the hill were ordered to fire. The Indians immediatly fell down, and getting up again were debating what to do, when we perceived our faithful friend, Kaireekea, at the head of them, and upon our beckoning to him he came down to us without any hesitation. We expressed our sorrow for having fired at him and his people, and were not a little pleased to find that not one of them were hurt. We asked Kaireekea if he would go on board the Discovery, to which he consented very willingly. This honest Indian, conscious of his own good intentions, always putting the greatest confidence in us when he came to the beach, care was taken to put the heads of the two Indians out of his sight. The Taboo man was with him, who brought us the thigh last night. He went on board with a young boy, his servant, who was a constant attendant upon him. After staying on board a little while, by his own desire he was put ashore. We had two or three girls on board all this day. One of them, looking on the town burning, said it was maitai, or very fine. At the same time we could see the Indians flying from their houses all round the bay, and carrying their canoes and household goods on their backs up the country. Coo-a-ha came to the ships again to-day, and one time brought two of their red-feathered images

1779

17 Feb.

Barbarities.

Provocation received.

Excesses of the sailors.

The white flag.

The wrong men.

An honest Indian.

The burning town.

The priest again.

- 1779
17 Feb. or gods as a present to Capt. Clerke, but he would not accept of them. All the afternoon there were many people rolling stones down the hill upon the waterers, but they did them no hurt. We fired two or three swivels at them, which dispered them for a short time, but they soon returned again to their old occupation. The boats came off before dusk and carryed the prisoner, whose name is O-whe, and the two heads on board the Resolution. The poor fellow expected nothing less that to be put to death as soon as he got to the ship, and his pleasure may be better immagined than described on his being unbound and sent safe on shore. About 8 o'clock this poor fellow returned to the ship, and brought with him a canoe full of provisions as a testimony of his gratitude, for which he would take nothing in return. It had been given to him to present to us by our friend Kairee-kea, which his people were bringing on their backs from the country when they were shot at by our people. To-day, Mr. Harvey, mate of the Discovery, was appointed 3rd lieut. of the Resolution. After the boats left the beach we saw the Indians crouding to the place where the dead bodies lay, and soon after we heard a howling and cries of distress on shore. At night a canoe brought a girl off to the Discovery, and we took her in.
- A prisoner.
- A grateful native.
- Mr. Harvey.
- 18 Feb. Thursday, Feb. 18.—Early this morning the Discovery was warped in shore again to cover the watering-place, and the boats were sent ashore for water. When they landed the Indians fled all round, and being convinced of their inferiority by what they suffered yesterday, they did not care to venture near enough to pelt our people with stones. The old priest, Coo-a-ha, came to the ships with a present of a hog and a bunch of plantains, at the same time singing a song, but we could not accept of them, on which he paddled to our people ashore. A boat was sent after him to tell them not to let him land among them, on which he paddled off along shore. He landed a little way off our people, and then came round and threw stones at them; they fired at him, but missed him. As we have been acquainted with the treacherous designs of this old rascal, it is a pity that we have suffered him to insult us so long. Early in the morning we heard the Indians singing a mournful song, lamenting the death of their countrymen, as we supposed. We saw a great number of white flags flying on the sandy beach, and at the town of Kavarea, so that the Indians finding that they gain nothing by being in a state of war with us seem now to solicit a peace, but it is to be hoped that we will be at perpetual enmity with these people till we have offered up the lives of some hundreds to the manes of our great commander. About 11 o'clock Kaireekea sent O-whe with another canoe full of provisions to the Discovery, for which he had several things in return. Between 10 and 11 o'clock the boats returned with a load of water; they found in the morning, by a white flag, two sugar-
- Watering.
- The old priest
- an old rascal.
- Suing for peace.
- A blood-thirsty wish.

canes planted in the sand with a head of Taroo hanging to each as a peace offering. We saw some men coming down the hills carrying some sugar-canes and bread-fruit on their backs, which they laid on the beach for our boats when they should return for water. This was a present from Kaireekea. In the forenoon they found the Indian still lying at the mouth of the cave where he was killed last night; his name was Oi-ea-ahoo; our people took a matt and covered the body. After they left the beach we saw some men go to the cave and carry him off on their shoulders, at the same time singing a mournful song. The boats went ashore again in the afternoon for water, and met with no molestation from the Indians. About 8 o'clock at night a man brought off some roasted bread-fruit on a swimming-board to the Discovery, which was bought of him. Soon after two or three canoes came loaded with the same article, and one with girls, which were admitted to the ship, tho' we are at open war with their countrymen. We enquired of some of these Indians what they had done with Capt'n Cook's body and with those of the rest of our people; they told us that the body of Capt'n Cook was divided in the following manner:—His head fell to the share of a chief called Ke-koo-opecoo; his hair to Ka-mehameha; his legs, thighs, arms, and under-jaw to Kariopoo; and that the body was burnt. They told us that the king and his attendants lived at present in some holes in the rocks behind the town of Kavaroa.

1779

18 Feb.

Provisions.

The natives quiet.

Cook's remains.

Friday, Feb. 19.—Early this morning we heard the Indians making lamentations ashore and the drums beating. Probably they were burying some of the dead. The boats were sent ashore to water with the same armed party, and the Discovery was warped in as usual to cover them. When they landed the Indians all retired, and did not offer any disturbance to the waterers. Ee-apo, a chief whom we have had occasion to mention before, ventured on board the ships, attended by another, whose name is Tawe-no-ora. He told us that the bones of Capt'n Cook should be brought to us to-morrow, and that he had come as an ambassador from Kariopoo to inform us of it and to beg peace. He met with a welcome reception, and had some presents made to him and others sent to Kariopoo, who he told us was afraid to come to pay us a visit himself. About noon the boats returned with a load of water, and were sent ashore again in the afternoon. Many Indians collected together to look at them, but were quite peaceable, and went off on a signal being made on the top of the hill by hoisting a black flag. Canoes at night brought us provisions and girls. Some women swam from the shore to us.

19 Feb.

Lamentations.

An ambassador.

Provisions.

Saturday, Feb. 20.—This morning two canoes came alongside with a hog and coconuts in each. The Indians in one of them would take nothing for the hog but a pa howa, or iron dagger; but as we did not choose to furnish them with any more of those

20 Feb.

Iron daggers.

1779

20 Feb.

A peace
offering.Cook's
remains.Ghastly
particulars.

weapons by which we had already suffered so much, they carried it on shore again. Between ten and eleven o'clock we saw a great number of people coming down the hills in a kind of procession, everyone of them carrying a sugarcane or two on his shoulders, and about as many bread-fruit, taroo root, or plantains in his hand. Two drummers who accompanied them sat down on the beach by a white flag and beat their drums, while the Indians came one by one, laid down their sugarcane, &c., and then retired. Another party came along the beach in the same order, and laid down their presents or peace offerings upon the others and then withdrew. Another white flag with one man sitting by it was flying about midway on the beach. In a short time we saw Ee-apo in his feathered cloak standing on a rock waving to us for a boat to come on shore, on which Capt'n Clerke went to him in the pinnace, attended by the 1st lieut. in the large cutter. They did not land, for Eeapo, attended by Taweno-ora, came into the pinnace, and a large bundle was handed in covered with a black-feathered cloak, in which was contained the remains of Capt. Cook, decently wrapped up in a large quantity of fine new cloth. Eeapo did not stay long on board either ship, but soon returned on shore with the presents that were made to him. A fine new cloak was given to him on board the Discovery, made of red bays with a border of green. In the afternoon the bundle was opened on board the Resolution, in the cabbin. We found in it the following bones, with some flesh upon them, which had the marks of fire:—The thighs and legs joined together, but not the feet; the skull, with all the bones that form the face wanting, with the scalp separated from it, which was also in the bundle with the hair on it cut short; both hands whole, with the skin of the forearms joined to them. The hands had not been in the fire, but were salted, several gashes being cut in them to take the salt in. Tho' we had no doubt concerning the identity of any of the parts contained in the bundle, everyone must be fearfully satisfied as to that of the hands, for we all knew the right by a large scar on it separating for about an inch the thumb from the forefinger. The ears adhered to the scalp, which had a cut in it about an inch long, probably made by the first blow he received with the club; but the skull was not fractured, so that it is likely that the stroke was not mortal. Such was the condition in which those who looked upon Capt'n Cook as their father, and whose great qualities they venerated almost to adoration, were doomed to behold his remains. What their feelings were upon the occasion is not to be described.

At night canoes come off in great number to the ships with roots and bread-fruit, and several girls came to us. In the night an Indian came to the guard-boat of the Resolution and gave the midshipman in her some burnt bones, which he said belonged to

the Orono. The Indians have a notion that Capt'n Cook, as being Orono, will come amongst them again in a short time. The Resolution's mast got in to-day. Reasons given by the officer of marines for censuring the conduct of the lieut. who commanded the launch when Capt'n Cook was killed, and the depositions of the three mates of the Resolution concerning that, are now handed about for the perusal of the gentlemen of both ships.

1779

20 Feb.

Sunday, Feb. 21.—This morning Eeapo came down the hill attended by a number of men carrying white flags in their hands, on which a boat was sent from the Resolution to bring him on board. He brought with him Capt'n Cook's hanger and the two barrels of his gun, taken asunder, and the end of one of them beaten flat intended to be made into daggers or small adzes. In a short time after, Ke-owa, the king's son, came down to the beach, and was carried on board the ship, from whence he came in the afternoon with Eeapo to the Discovery. They tell us that they are all sorry for what has happened, and that they wish to be at peace with us, and that the king is desirous of being our friend again, for which reason he has sent Eeapo and his son to us. However, nothing is more evident than that Kariopoo's chief motive is to get what he can from us before we go away, for his son did nothing but beg all the time he was with us, and Eeapo found means to return ashore loaded with presents; among other things, he had a silk shirt given to him which was got from the Russians at Samgoonoodha. Between 4 and 5 o'clock in the afternoon the colours of both ships were hoisted half-staff up and the yards crossed, and at ten minutes before 6 the remains of Capt'n Cook were committed to the deep under a discharge of ten guns.

21 Feb.

Cook's
hanger and
gun.The king's
son.Sorrow of
the natives.Mercenary
motives.The last
obsequies.

Monday, Feb. 22.—We had no canoes alongside this morning. Perhaps the Indians on hearing the guns at the funeral last night imagined that hostilities were again commenced; but, however the case might be with the generality, Eeapo and his attendants were well convinced of the contrary by the many presents that had been made to him and the cordial manner in which he had been always received. He therefore made no hesitation at coming on board the ships. He brought with him Capt'n Cook's under-jaw and his feet, one of his shoes, and a piece of his hat. Eeapo was much caressed on board the Discovery; had three remarkable large iron daggers given to him and a cloak made of red baize with a green border to it, and many other things for himself and Kariopoo. They have not restored any of the marines' arms, or indeed anything else that could be of any service to them. Kaireekea the priest tells us that even now these people are not our friends, and we have great reason to believe him. On talking to him about the two chiefs who killed Capt'n Cook, he asked us in a low voice if we did not mean to get them in our hands and kill them before we went away. They are universally known,

22 Feb.

The natives
scared.Presents to
a chief.Cook's
murderers.

1779

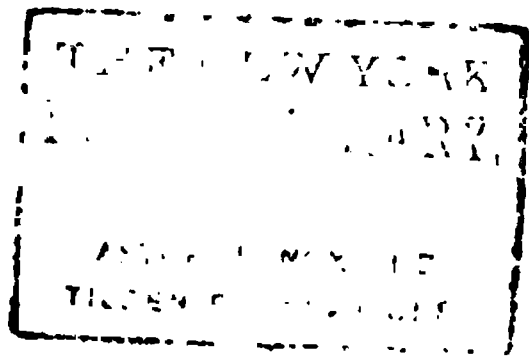
22 Feb.

Parea and
the cutter.Preparing
for sea.A coat
returned.

Firearms.

Native
women
remain on
board.

having acquired great fame by the action. The Indians say that they thought Kariopoo would have been killed if he had gone on board with Capt'n Cook. They tell us that Parea was the person who stole the Discovery's great cutter, and that she was broke to pieces early in the morning, which confirms the suspicions we have all along had. We are getting ready for sea, intending to sail out of the harbour to-night with the land breeze. A great number of canoes came to the ships this afternoon with hogs, roots, &c., to sell, and the Indians came on board as usual, so that the decks were crouded with them. As the Discovery had lost her great cutter, Capt'n Clerke let her have the Resolution's small cutter instead of her. Kaimeèkeè, the priest of Kei, came on board this afternoon dressed in an old great-coat which he had taken away with him the morning of the 11th inst., when we anchored here, and which no doubt he supposed had been given to him when it had only been lent; the owner claiming it, he delivered it up very contentedly. Owhe happening to be on board this afternoon when all the loaded muskets were discharged, expressed great terror and apprehension, having so narrowly escaped with his life from them the 17th inst. We have a great number of girls on board; most of them want to accompany us to the next island, Mowee. A man coming on board to enquire for one of them, they were all drawn up on the quarter-deck, and pains taken to let them know the destination of our next expedition, in order to learn if it was agreeable to them to accompany us, or whether they choose to go ashore; many of them choose the latter, but seven or eight of them staid with us. About 9 o'clock at night the land breeze sprang up; we sailed out of Kerag-egooa Harbour, and stood along shore for the Island of Mowee, which lies to leeward of us.



SIR HUGH PALLISER

Reproduced by Heliotype, from an Engraving of date 1844.
The original Painting by G. DANCE, R.A.

APPENDIX B.

SIR HUGH PALLISER.

SIR Hugh Palliser—the man to whom, more than to any other, 1779
 Captain Cook was indebted for his rapid promotion in the British Navy—was the descendant of an ancient and influential family in the northern part of Yorkshire. He was placed, when but eleven years old, in the Royal Navy, under the protection of a relative, then in command of a king's ship. In 1742, though only nineteen years of age, he received his lieutenant's commission; and was shortly afterwards appointed first lieutenant of the *Essex*, in which he took part in the engagement off Toulon against the combined fleets of France and Spain, in February, 1744. His conduct in that action procured his promotion to the rank of commander; and, in July, 1746, he was placed in charge of the *Weazle*, sloop. In November of the same year he was advanced to the grade of post-captain, and placed in command of the *Captain*, a seventy-gun ship. The next four years were spent in active service, chiefly in the West Indian and American waters. While there he was seriously wounded by the explosion of the contents of an arms-chest. Three bullets lodged in his body, one passing completely through him, entering the left side of his back and being extracted from the right groin. The years 1751–3 he spent on shore. Returning to the sea in 1753, he served in the *Yarmouth* and *Seahorse*, on the English and North American coasts. When the Seven Years' War broke out in 1757, we find him in command of the *Eagle*—a line of battle-ship of sixty guns. On board this vessel, when Palliser took command, in October, 1755, was James Cook, then serving as an able seaman; but apparently—for it is impossible to speak with any certainty—performing the duties of master's mate.

A constant friend.

A young lieutenant.

Com-mander.

Wounded.

Active service.

From the *Eagle*, Palliser was transferred to the command of the *Shrewsbury*, a new ship of seventy-four guns; and ordered, early in 1758, to join Lord Anson's fleet. He was successful in capturing a fleet of French merchantmen under escort of two large frigates, and safely conveyed the major part of the convoy into port. In the following year he distinguished himself at the siege

Joins Anson.

- 1779
The gallant Wolfe. of Quebec—fatal to the gallant Wolfe. Cook also served on this occasion as master of the Mercury. After the downfall of Quebec, Palliser returned to England, and served for two years with the squadron under Admiral Saunders. In the latter part of 1762 he was again despatched to North American waters, with the fleet under Lord Colville. Shortly after the conclusion of the Peace of Paris, in 1763, Palliser was appointed Governor of Newfoundland and Labrador, and Commander-in-Chief of the naval forces stationed there. This position he filled for four years; his administration of the affairs of Newfoundland increasing the reputation he had previously established. Upon relinquishing the Government, Palliser retired from active foreign service, and was appointed Comptroller of the Navy, and elected an Elder Brother of Trinity House.
- Governor of Newfoundland. In 1768, when it was decided to despatch a vessel to the South Seas to observe the transit of Venus, and explore the vast unknown regions of the Pacific and Southern Oceans, Palliser, in conjunction with Philip Stephens, Secretary to the Admiralty, procured the command of the expedition for Cook.
- Otium cum dignitate.* During the years 1774 and 1775, Palliser reaped abundantly the fruits of his long years of service. He was created a Baronet; raised to the rank of Rear-Admiral; elected a member of the House of Commons for Scarborough; appointed one of the Lords of the Admiralty; and selected to succeed Sir Charles Saunders as Lieutenant-General of Marines.
- His interest in Cook. When war broke out with France in 1778, Palliser relinquished the less hazardous service of his country ashore, and placed himself at the disposal of the Ministry. He was raised to the rank of Vice-Admiral of the Blue, and appointed to lead the third division of the Channel Fleet, under Admiral Keppel.
- Honours. It is beyond the scope of this notice to dwell upon the events which followed the memorable engagement off Brest on the 27th July, 1778—the cause of such bitter recriminations between the leading naval commanders and politicians of the day. The charges made first by Palliser against his superior officer, Admiral Keppel, and subsequently by Keppel against Palliser, have now lost the political significance which gave them importance at the time. At the conclusion of the proceedings which were the outcome of these disputes, Palliser—having completely vindicated his character, both in the legal tribunals of his profession and also in the Parliament of the country—retired from active service, and received, as a particular mark of royal favour, the Governorship of Greenwich Hospital. About this time (1779) he was elected as representative of the Borough of Huntingdon in the House of Commons; but upon the formation of the second Rockingham Administration, in 1782, he finally withdrew from political life, and, retaining his office as Governor of Greenwich Hospital, spent the remainder of
- The hour of need.
- Dispute with Keppel.
- Royal favour.

his days in retirement, chiefly at his country seat, Vache Park, Buckinghamshire. He died on the 19th March, 1796, in the seventy-fourth year of his age. 1779
Death.

Palliser was universally recognised even by his political opponents as a singularly able man in his profession ; and, judging from the testimony of Charnock,* Hunt,† Beatson,‡ and those who were most frequently thrown into contact with him, the amiability of his disposition and his personal courage must have been as great as his skill. Opinions of his contemporaries.

It is not too much to say that it was entirely owing to Sir Hugh Palliser's discrimination that Cook was furnished with such splendid opportunities of exercising the phenomenal talents which afterwards made him so famous. He it was who procured for Cook a master's warrant—the first step which lifted him above the level of the ordinary seaman. At the siege of Quebec, it was Palliser who induced the Admiral (Sir Charles Saunders) to entrust his *protégé* with the heavy responsibility of taking the soundings of the river St. Lawrence, at the point where Montcalm's army lay entrenched. Upon assuming the Governorship of Newfoundland and Labrador, one of Palliser's first acts was to procure for Cook the appointment of Marine Surveyor of the Territory, carrying with it the command of the schooner Grenville ; and finally, as already stated, when the appointment of a commander to the Endeavour had to be decided, he was directly instrumental in obtaining the post for Cook. As Comptroller of the Navy, Palliser was naturally thrown into repeated contact with Cook in the purchase and equipment of the vessels in which the latter made his voyages of discovery. As one of the Lords of the Admiralty in 1776, when Cook returned from his second voyage, Palliser doubtless exerted his powerful influence to secure the illustrious navigator the honours he had so richly merited—notably his appointment as Captain of the Greenwich Hospital ; one of the many posts of honour and profit reserved for the recognition of distinguished services in the Navy. The closing duty of the Admiralty, prior to Cook's departure on his last voyage, namely, the preparation of his secret instructions, was entrusted to Palliser. These, singularly enough, were drafted by the hand which had first been held out to him when an obscure seaman on the deck of the Eagle.§ Palliser and Cook.
At the siege of Quebec.
In Newfoundland.
Preparing for the second voyage.
Cook's secret instructions.

Palliser's attachment to Cook was not, however, exhausted by generous efforts to promote his interests while alive. When the news of the great navigator's death was received, every one cried out for a lasting monument in his honour. But only one man erected one. That man was Palliser. At his family seat, Vache Park, Buckinghamshire, there remained some years ago, and A monument.

* Charnock's *Biographia Navalis*. † Hunt's *Life of Palliser*.

‡ Beatson's *Naval and Military Memoirs*.

§ The text of these instructions will be found on p. 398, ante.

1779 probably still exists, a "square block, surmounted by a globe, and enclosed by a neat, but simple roofed building, open at four sides.
 It bears the following inscription"—

[NORTH SIDE.]

TO THE MEMORY OF
 CAPTAIN JAMES COOK,
 THE ABLEST AND MOST RENOWNED NAVIGATOR THIS OR
 ANY COUNTRY HATH PRODUCED.

He raised himself solely by his merit,
 From a very obscure birth to the rank
 Of Post-captain in the Royal Navy, and
 Was unfortunately killed by the savages
 Of the Island of Owhyee, on the 14th of February,
 1779, which island he had not long before
 Discovered, when prosecuting his third
 Voyage round the globe.

He possessed, in an eminent degree, all the
 Qualifications requisite for his profession
 And his great undertakings; together with the
 Amiable and worthy qualities of the best of men,
 Cool and deliberate in judging—sagacious
 In determining—active in executing—steady,
 Persevering, and enterprising—vigilance and
 Unremitting caution, unsubdued by labour,
 Difficulties, or disappointments, marked his
 Character. He was fertile in expedients,
 Never wanting in presence of mind, always
 Self-possessed, and commanding the full use
 Of a sound understanding.

[WEST SIDE.]

Mild, just, but exact in discipline, he
 Was a father to his people, who were
 Attached to him from affection and
 Obedient from confidence.
 He explored the southern hemisphere to
 A much higher latitude than had ever
 Been reached before, and with fewer accidents
 Than frequently befall those who navigate
 The coasts of this island.
 By his benevolent and unabating attentions
 To the welfare of his ship's company, he

1779

Discovered and introduced a system
 For the preservation of the health of seamen
 On long voyages, which has proved
 Wonderfully efficacious : for in his second
 Voyage round the world, which continued
 Upwards of three years, he lost only
 One man by distemper out of one hundred and
 Eighteen, of which his ship's company consisted.
 The object of his last mission was to discover
 And ascertain the boundaries of Asia and
 America, and to penetrate into the Northern
 Ocean by the north-east Cape of Asia.
 Traveller ! contemplate, admire, revere, and
 Emulate this great Master in his profession,
 Whose skill and labours have enlarged
 Natural philosophy, have extended nautical
 Science, and have disclosed the long

[SOUTH SIDE.]

Concealed and admirable arrangements
 Of the Almighty in the formation of this
 Globe, and, at the same time, the arrogance
 Of mortals, in presuming to account by
 Their speculations, for the laws by which
 He was pleased to create it. Beyond
 All doubt it is now discovered that the
 Same Great Being who created the
 Universe by his fiat, ordained by the same
 That our earth should keep a just poise, without
 A corresponding southern continent,
 And it does so. "He stretches out the
 North over the empty space, and hangeth
 The earth upon nothing."—*Job*, xxvi, 7.
 If the arduous but exact researches
 Of this extraordinary man have not
 Discovered a new world, they have discovered
 Seas un navigated and unknown before.
 They have made us acquainted with
 Islands, people, and productions of which
 We had no conception. And if he has not
 Been so fortunate as Americus to give his
 Name to a continent, his pretensions
 To such a distinction remain unrivalled,
 And he will be revered while there
 Remains a page of his own modest
 Account of his voyages, and as long as
 Mariners and geographers shall be

1779

[EAST SIDE.]

Instructed by his new map of the
Southern hemisphere to trace the various
Courses and discoveries he has made.
If public services merit public acknow-
ledgments, if the man who adorned and
Raised the fame of his country is deserving
Of honours, then Captain Cook is entitled
To have a monument raised to his memory,
By a generous and grateful nation."

"Virtutis uberrimum alimentum est honos."

VAL. MAXIMUS, *Lib. ii, Cap. 6.*

These lines are attributed to Palliser by his biographer—Hunt. Kippis states (*Biographia Britannica*, vol. iv, p. 244) that they are from the pen of Admiral Forbes. They follow the introduction to Cook's third voyage (a fact of which Hunt appears to have been ignorant), and by his contemporaries were generally attributed to Lord Mulgrave. It is impossible now to say with certainty who wrote them ; Palliser could hardly have done so.

APPENDIX C.*

NEWSPAPER EXTRACTS.

1771

Middlesex Journal, January 8, 1771.—“By the last ships from India we learn that his Majesty’s ship the Endeavour, on board of which is Dr. Solander and Mr. Banks, who were sent to observe the transit of Venus, is safely arrived at the Island of Batavia.”

8 Jan.

The
Endeavour
at Batavia.

London Evening Post, May 9, 1771.—“Advices came on Wednesday to the India House that the ship Endeavour, which sailed near three years ago for the South Seas, with Dr. Solander, Mr. Banks, and other astronomers, to observe the transit of Venus, arrived the 10th of October last at Batavia, all well on board, and purposed to sail from thence for England in a month from that day.”

9 May.

All well on
board.

London Evening Post, July 13, 1771.—“On Saturday last an express arrived at the Admiralty with the agreeable news of the arrival in the Downs of the Endeavour, Captain Cooke, from the East Indies. This ship sailed in August, 1768, with Mr. Banks, Dr. Solander, Mr. Green, and other ingenious gentlemen on board, for the South Seas, to observe the transit of Venus; they have since made a voyage round the world, and touched at every coast and island where it was possible to get on shore, to collect every species of plants and other rare productions in nature. Their voyage, upon the whole, has been as agreeable and successful as they could have expected, except the death of Mr. Green, who died upon his passage from Batavia. Dr. Solander has been a good deal indisposed, but it is hoped a few days’ refreshment will soon establish his health. Captain Cooke and Mr. Banks, we have the pleasure to inform the public, are perfectly well.”

13 July.

The return.

Results.

* These newspaper extracts, although, properly speaking, not Records, are deemed sufficiently interesting and inaccessible to be reprinted here.

1771

20 July.

A southern
continent.

Otaheite.

London Evening Post, July 20, 1771.—“We learn by the Endeavour, from the South Seas, that they discovered a Southern Continent in the latitude of the Dutch Spice Islands; that the people were hospitable, ingenious, and civil, of a copper complexion, but handsome and well made. Mr. Banks passed some months amongst them; and though these people were so politely civilised, it is very extraordinary that they have no kind of worship or religion amongst them. Two of the natives came voluntarily with Mr. Banks, but died of the flux at Batavia. From this voyage we expect many discoveries and much entertainment. They had an excellent observation of the transit of Venus, but the ingenious Mr. Green died upon his return. Upon their arrival, the Admiralty seized all the officers' papers. In consequence of this discovery, more ships will be destined in search of this new terrestrial acquisition.”

20 July.

George's
Land
(Otaheite).Forty
islands.

General Evening Post, July 20, 1771.—“Dr. Solander and the other gentlemen who lately sailed round the world in the Endeavour, frigate, spent four months at George's Land, one of the new discovered islands. They made themselves masters of the language there, and two of the natives came with them to Batavia, where they were carried off by sickness, together with many of the crew. At Batavia the two strangers were amazingly struck with the sight of coaches and horses, having never seen either horses, cows, or sheep at George's Land, though they have many hogs. They were extremely surprised also at the sight of themselves and company in a looking-glass. Dr. Solander and his company touched at near forty other undiscovered islands, not known to any other Europeans, but which have plenty of inhabitants; and have brought over with them above a thousand different species of plants, none of which were ever known in Europe before.”

27 July.

Mr. Green.

General Evening Post, July 27, 1771.—“Mr. Greene, the astronomer, who went out with Mr. Banks, died soon after the ship left Batavia. He had been ill some time, and was directed by the surgeon to keep himself warm, but in a fit of phrensy he got up in the night and put his legs out of the portholes, which was the occasion of his death. All his papers relative to the transit of Venus, of which he had made the most accurate observation, were happily completed and preserved.”

27 July.

An
anonymous
letter.

General Evening Post, July 27, 1771.—“An authentic account of the natives of Otaheite, or George's Island, together with some of the particulars of the three years' voyage lately made by Mr.

Banks and Dr. Solander in the years 1768, 1769, and 1770; being the copy of an original letter from _____, on board the Endeavour, to his friend in the country :—

“ Sir,—

“ We left Woolwich upon the 20th of July, 1768, and returned to the same place upon the same day in 1771. Our passage to Madeira was eighteen days. We left England on the 29th of August. The Endeavour, tho’ well contrived for stowage and a heavy sea, was, without exception, a very dull sailing vessel; to corroborate which you will not find eight knots an hour upon our log-book in the whole voyage. Upon this island Mr. Banks, by his great assiduity, discovered many rare and valuable plants, uncultivated, and even unknown to the Portugueze, particularly the mango. Being well supplied with wine, we steered for Cape Horne after a stay of five days, with no material occurrence but the death of a mate, who was drowned in heaving a kedge anchor out of the boat, by getting entangled in the coyle of the buoy rope. We had also a seaman killed, who fell into the hold and fractured his skull. Though we sailors do not look upon these calamities any more than common accidents, yet they wore an unfavourable aspect at our departure. When we had reached the length of Falkland Isles, we had a gale of wind which brought us under our mainsail, but not continuing very long, we soon came to crowd more sail, and stretched away for the Cape, where we expected very bad weather from the accounts of all the navigators who had been that voyage. However, we coasted along till we came to the pitch of Terra del Fuego, having the winds variable from W.N.W. to E.N.E., and when we had reached the point of that prodigious southern promontory with a fresh breeze, and one reef in our topsails, we stood to the southward into the latitude of 5 deg. 9 min. S., where, after a calm for a few hours, a breeze sprung up at S.S.W., and we doubled the Cape at two tacks; after which, to boast of such success, we even set topgallant steering-sails. We anchored at Terra del Fuego some time, and found the greatest hospitality from the natives, who by many things amongst them discovered plainly that they had an intercourse with Spanish America. Here we were prodigiously alarmed for Messrs. Banks and Solander, who, attended by two negroes and some of the ship’s crew, undertook to climb to the summit of a prodigious mountain upon this isle, leaving the ship about ten in the morning and promising to be back by dinner; but they did not return till the following morning, which made us have a thousand doubts for their welfare, concluding that they must be either cut off by the natives or devoured by the wild beasts. However, the following morning relieved us from all dismal apprehensions by their appearance. They informed us that they had been so prodigiously wearied by the ascent of the mountain, that

1771

27 July.

The Endeavour
slow boat.

Madeira.

Lose two
men.

Falkland
lands.

The Horn.

Doubled in
two tacks.

Banks and
Solander.

Fears for
their safety.

1771

27 July.

A perilous
journey.

Otaheite.

Tupia.

Bougain-
ville's ruse.Products of
the islands.Weapons of
the natives.

the two negroes were dead of the fatigue, and that it was with the utmost difficulty they had saved Dr. Solander ; for when they had attained about halfway of the ascent it was too far to retreat, and a wood above them promising some shelter they gained it with difficulty, and made a bower for Dr. Solander, who, after having some sleep, recovered his spirits to descend to the vallies. We did not continue long upon the island of Terra del Fuego before we pursued our voyage to Otaheite, which lies in about 17 deg. south latitude ; for Fuego produced little more than fish. Upon our arrival the natives received us with much hospitality and joy, being now convinced from Captain Wallace's* conduct we really meant to befriend them ; in consequence of which we exchanged presents, and set up our residence with them for three months. We found a most intelligent man amongst them, who, upon all occasions, was our friend and interpreter, for we, by much application on our parts joined to his, became mutually tolerable judges of the two languages. This man, who was named Tobia (a kind of a savage priest), surprised us with the information of a large ship having been lately there, but she was departed westward, which, before his recital, we had some suspicion of, upon our discovering a number of European goods amongst them, particularly knives and other iron implements. To discover these adventurers we displayed all the European flags to Tobia, who immediately pitched upon the Spanish colours.

" This convinced us of a prior visiter, which was afterwards confirmed to us upon our arrival at Batavia. It was a French ship that had made this voyage upon observation or jealousy of our repeated visits to these seas, and, to disguise their scheme, had always appeared under Spanish colours. But to return to George's Island. This island is about 30 leagues in circumference, of a circular form, situated amidst a number of other isles, some famed for turtle, fruits, or fish, but no other animals but hogs and dogs, which we devoured with great appetite, and found nothing equal to dog's flesh but young lamb. The islanders are very expert in fishing, which they pursue for their daily sustenance, and coconuts, palm wines, plantains, the bread-tree, and some wild herbs is the only produce of this spot. The earth is sandy, and capable of producing corn, but amongst the variety of seeds and grains which we had carried out we could get nothing to grow but mustard and cresses, the seeds being certainly damaged by the length of time and the dryness of the air, or not properly packed up for so long an expedition. Their implements of war and agriculture are composed of wood and stone. A hatchet is made by tying a sharp flint stone upon a piece of wood, which cuts with uncommon sharpness ; their fish-hooks are composed of mother of pearl, and their lines of women's hair, which is strong, black, and

* Captain Wallis, of the Dolphin.

long. They use bows and arrows, and javelins of wood, which they throw with uncommon dexterity, and will strike birds in the air or fishes in the sea with them. 1771 27 July.

“ Their religion acknowledges one Supreme Being, whom they conceive to be too great to attend to the prayers of man. They, therefore, invoke him through mediators, who, they believe, are in general their great men departed. They don't kneel to an image; they only offer up a sacrifice of everything they mean to partake of—saying, “ Sure the Deity has a right to an offering of what he gave.” Their burials are more singular than any other custom: when a man dies, he is placed upon a bier, and a shed is erected over him, made of leaves of trees; this mausoleum is placed very often near their houses, and though the body is in a disagreeable putrid state, they never seem to take any notice of the offensiveness; the corpse remains in this condition till the flesh is entirely consumed, and then the skeleton is interred in the burying-ground—which is done round with stones in the form of our country churchyards. Their religion.
Disposal of their dead.

“ *The Origin of Man* they believe to be from a chosen pair made by the great God, and that we are all descendants of them—that the Deity formed the earth of continents and isles—and that the Europeans who visit them are of the great land—but when that he had formed the sea, he towed the great earth by a string upon it, which going so quick, made many parts to break off, and those composed islands. Their women are of a copper colour, well made and well featured, with jet-black hair, which they always wear braided up with false hair. They wear a kind of cloth over their bodies, made from the cloth-tree, which is very thin, and not strong; but when they want it for warmth, they make many folds of it, and stick it together by gums; they have another kind, which they call mourning-cloth, stained with yellow on one side and brown on the other. They marry at nine and ten; they bear many children, and at twenty-two are old and ugly. A virgin is to be purchased here, with the unanimous consent of the parents, for three nails and a knife. I own I was a buyer of such commodities, and after some little time married one of my nut-brown sultanas, and then became so habituated to their manners and a hut that I even left my lady and the island with reluctance. They have but one fashion amongst them, which is of a singular *outrée* nature—and that is, of painting their posteriors of a jet black, which no woman is suffered to neglect. They are not very decent in their amours, having little regard to either place or person; this is not general amongst them, though it is often done and seen. Their theology.
The women.

“ Upon occasions of festivity the women dance in the most indecent manner, performing a thousand obscene gesticulations, like the Indostan dancing girls. The only instruments of music Dances.

1771 to divert them at these times are large drums, and flutes made of
27 July. reeds, in the form of our common flute, which is played upon by the wind of the nose instead of the mouth.

Tupia. "We passed more than three months with these people, and upon our departure two of them voluntarily solicited us to come to England. Tobia was one of these—a sober, discreet, intelligent man; from him we learnt the language, and an account of above forty more islands, which were contiguous to George's Island. When we sailed from this isle we were in tolerable good health, but it was near three months before we reached New Zealand, in which passage we were at times greatly distressed for provisions. We sailed round New Zealand, where we found a clear coast and deep water, good bays and good rivers. Navigators before us have believed this to be a continent, but it is no more than seventy miles round, having another island to the southward, between which there is a good passage. Here we were worse treated than ever, the natives being so brave and so jealous of their rights that they would not suffer us to land, continually attacking our boats with stones and arrows whenever we attempted to approach the shore, which obliged us to fire often amongst them to convince them of our great superiority, by which many fell, and that created a general consternation amongst them. By these means we got conversations with them (they perfectly understanding the tongue of Tobia), and persuading them at least to accept of presents from us, and by bringing off a few and treating them well, it was with the utmost difficulty afterwards that we could get rid of them; two in particular, when we left the island, swam after the ship to sea, declaring they would be murdered by their countrymen upon their return for shewing such a partial attachment to us.

The Maoria. "These are a brave, warlike people, and tho' we staid fourteen days at one part of the isle, yet, whenever we attempted to land at another, they always attacked us with great fury. They have one weapon of a strange construction, which, by turning it round very quick, produces a great smoak. This they always made use of; but we could not discover that anything issued out of it, or that it made any explosion.

Steer for Batavia. "From hence we steered towards Batavia, and stopped at a small Dutch settlement in our passage, which had but one Dutchman upon it; but the island had a great number of Indians, over whom he stiled himself the King of Kings. After we had properly gratified his mercenary disposition, the Indians brought us down buffaloes, fowls, vegetables, and fish in abundance. From thence we pursued our course, but upon a reef of rocks five leagues from the land of New Holland we struck, and lay seven hours on shore; but at last we happily got her off, and arrived safe at Batavia, where we repaired and refitted her.

An error.

"We were all afflicted at this place with a violent flux and fever, which swept off six of our people in a morning. It was here we lost the ingenious Mr. Green, the faithful Tobia, and his comrade. But no sooner had we quitted this unwholesome shore, but those who came away sick recovered at sea, and the fruits and vegetables of the Cape of Good Hope restored us to health and spirits. We left this earthly paradise for St. Helena, and sailed from thence with the Portland; but we lost her company, and arrived in England with the loss of 45 people out of a complement of 90, in a voyage of three years. Before I conclude I must not omit how highly we have been indebted to a milch goat. She was three years in the West Indies, and was once round the world before in the Dolphin, and never went dry the whole time. We mean to reward her services in a good English pasture for life.

1771

27 July.

Sickness.

An earthly paradise.

A valuable goat.

"I have herein, sir, related the heads of this long voyage from memory, our books of remarks being all taken from us at Batavia, which were the only satisfactory rewards for our toils. But juniors must give way to superiors. I don't know, in this long epistolary narrative, that I have exaggerated a circumstance. If it gives any entertainment to you, it will well reward Your friend, &c."

The officers' journals.

London Evening Post, August 29, 1771.—"The copy of a letter from a gentleman on board the Endeavour, giving an account of Captain Cook's discoveries in the South Seas, with some particular circumstances of the manners and customs of the natives of Utahitee, Hou a Hauie, Bolobolo, and Uuatecha, dated Woolwich, July 18, 1771:—

29 Aug.

Another account.

"I dare say that our long absence has greatly alarmed you for our safety, as the vicissitudes must be many in a voyage of three years, through seas where navigators have never had any experience to be of the least guide to each other. After taking in our wines at the Isle of Madeira, we steered for Rio de Janeiro, upon the coast of Brazil, where we naturally looked for proper refreshments from our allies and friends, the Portuguese, but to our unexpected surprize they even denied us those necessary refreshments the shore fresh meat and vegetables, treating us the time of our stay with a crude jealousy only fit to be shewn the most daring and inveterate enemy. England receives more insolence from these beggarly wretches she has repeatedly saved than from any foe she ever yet contended with. I hope there will come a day when they may have a most severe chastisement at our hands. We doubled the Cape with facility, but had nearly lost Mr. Banks and Dr. Solander at Terra del Fuego, who, attempting to climb the mountains, met with such severe cold, though in the middle of summer, that two negro attendants died upon the expedition. From hence we steered for Utahitee, in the latitude of 17 deg. 10 min. south, and longitude of 150 deg. 32 min. west from

Protracted absence.

Treatment at Rio.

A narrow escape.

Otaheite.

- 1771 the meridian of Greenwich, from whence Mr. Green made all his
 29 Aug. calculations. We continued here three months, and became as
Mariages de easy and familiar in the time as the natives of the climate, who
convenience. are a kind, hospitable, active, sensible people. We married with
 their women, and enjoyed a felicity amongst them peculiar to the
 salubrity of so sweet a clime. As for my part, I never relin-
Customs of quished a situation with so much grief and dissatisfaction. The
the natives. isle is well stocked with hogs, dogs, poultry, fish, and fruits, par-
 ticularly the bread-fruit, which, when baked, is superior to any
 made with wheat. At meals, the great people are attended with
 many servants, who feed their masters, dipping their fingers every
 two mouthfuls into vessels with clean water. This is an idle
 luxury, peculiar to this place. They have also plenty of yams
 here, and a fruit of most exquisite taste, like the European apple,
 with a stone within it like a peach. The people are active fisher-
 men, and make all their lines of grass. There is a white heron
One of their that frequents these isles which the inhabitants call the bird of
deities. God; they pay great respect to it, nor could we so much offend
 them as by shooting it. They have one particular belief in their
 religion, which would be a most humiliating thought with us;
 they are convinced that gentlemen in a future state will retain
 their rank, but that servants will ever be servants. Monsieur
 Bougainville had been here before us with two sail of ships, and
 brought the French disease among the poor people. He sailed
 from this place to Batavia, but made a fruitless voyage, as well
 as Captain Wallace [Wallis]. We sailed from Utahitee to Hou
 a Hauie, which is the isle of handsome women, and is 45 leagues
Isle of west of Utahitee. Here we continued a week; but our crew
handsome being injured by the villainy of Bougainville's people, the captain
women. would not suffer them to go on shore. This isle is esteemed more
 fertile and more wholesome than the rest; and I say with the
 greatest sincerity that it justly deserves the name, for I never
 beheld such a beautiful race of women, so elegantly limbed and
 so divinely featured. About the same distance from this isle as
 Utahitee is, lies Unatecha and Bolobolo. The latter is distin-
 guished and dreaded by the inhabitants of all the other isles,
 being near 80 in all. The natives of Bolobolo are a banditti, who
 have been drove from the other places for capital crimes. Their
 punishments are only throwing them into the sea, and leaving
 them to gain some shore, and Bolobolo has been the place they
 have always escaped to. This island being more mountainous
 than the rest, they always escape to the hills whenever they are
 pursued, and without licence or fear invade the other islands and
 carry off whatever they please. The name of a Bolobolo man is
 their greatest dread, and they repeatedly solicited us to destroy
 them with our guns. Whenever these villains take any prisoners,
Treatment they always cut off their lower jaws, and leave the wretches to
of prisoners.

linger and die ; and from such acts of singular barbarity they are
a terror to the other islanders. We coasted along the shore of
New Holland, which is rocky and dangerous, from 40 degrees of
south latitude to 10 degrees, running more than twice the ship on
shore. The last time was very near being fatal to us, the ship
making so much water from the damage she received that we were
obliged to lay her on shore, where she was neaped almost three
weeks by the tides, and then we only looked at one side, for
when we arrived at Batavia we found in the opposite side a large
piece of coral sticking, which, if it had dropped out at sea, the
ship must have foundered in an instant. The savages were very
troublesome upon New Holland, attacking us very often, and by
setting all the sea-grass on fire round the ship at low-water, they
were very near burning the vessel and blowing up all our powder.
Upon this barbarous shore we took an uncommon curious animal,
which weighed upwards of 80 pounds. It was formed like a rat
in the face, and run erect upon its hinder legs. The savages, by
way of ornament, run fishbones through the lower part of their
noses, and are a warlike stout people, ever jealous of our encroach-
ments, nor would they suffer us to land without various attacks.
Upon this inhospitable shore I shot a large dog, which when we
were at short allowance of provisions we eat with great greediness,
notwithstanding it had a most fishy taste ; but hunger will bring
the human stomach to any repast when deeply necessitated. We
touched upon a small island called Suabu, about fourteen days'
sail from Batavia, where we met with every species of provisions
in abundance, and where we also met with the first miracle of this
world—a country well inhabited whereon fornication was never
known. This chastity not entirely agreeing with our desires, we
soon abdicated the virtuous Indians for the sumptuous city of
Batavia, which at this time was so very sickly that a thousand
people have died in twenty-four hours. Great respect was paid
here to Mr. Green by the principal people of Batavia, but no
particular notice was taken of the rest of us by the Dutch.
Could we have proceeded to the Cape of Good Hope without
touching here, I don't believe that we should have buried above
twelve people in this long voyage, wherein our sufferings have
been beyond all belief ; but I am determined not to stagger your
credulity with any farther recitals or sufferings of your affectionate,

1771

29 Aug

Coasting
New
Holland.

Attacks by
the natives.

A kangaroo.

A miracle.

Batavia.

The Times, Tuesday, July 30, 1811.—“The Adventure, Snowden, of Whitby, from Leith for Quebec, was lost the 24th of May last, in the Gulf of St. Lawrence ; crew saved. This is the identical ship which the circumnavigator Captain Cooke sailed round the world in. She had a thorough repair at Whitby last year.”

1811

30 July.

Loss of the
Adventure.

APPENDIX D.

A JOURNAL*

OF A

VOYAGE ROUND THE WORLD

IN

HIS MAJESTY'S SHIP THE ENDEAVOUR.

Leave New Zealand.

ON the 31st of March we left Admiralty Bay and sailed south-westerly towards New Holland, taking our departure from a point which we named Cape Farewell. By instructions opened here we were directed to return home by Cape Horn,† and to stop at the East Indies, if necessary.

Signs of land.

April the 18th, towards the evening, judging ourselves near the land, we hauled topsails, and at night lying to we sounded with 130 fathom of line, but found no ground. The next morning we

Point Hicks.

made sail, and an hour after discovered the coast of New Holland rising very high between N.E. by N. and W. by S., and distant 8 leagues, being in latitude $37^{\circ} 50'$ S. and longitude $31^{\circ} 00'$ W. from Cape Farewell. We then steered N.N.E. along shore at the

Gabo Island.

distance of 4 leagues. Friday, the 20th, in the morning, we saw the appearance of an island at N.N.W. On Saturday we saw a smoke on shore, and afterwards a high hill, which we named Cape Dromedary from its likeness to the back of that animal. This

Mount Dromedary.

* Shortly after the return of the Endeavour, and prior to the publication of *Hawkesworth's Voyages*, an anonymous journal of the voyage was published by Becket, of London. This was very generally attributed, both in France and England, to Sir Joseph Banks. Of its accuracy there can be no doubt whatever. As copies are very rare, and it contains valuable corroboration of the accounts given in the logs and journals published in the body of this work, the part relative to New Holland is reprinted here. It will be noticed that Botany Bay is called Stingray Bay, as in the original logs; and that the name New South Wales does not occur. The copy from which this extract was taken is in the British Museum. The publisher in his dedication refers to it as the "production of a gentleman and a scholar who made the voyage."

† Evidently intended for Cape Horn. Cook, according to Hawkesworth, was anxious to return by this route, in order to set at rest the question whether there was a southern continent. He was dissuaded from it, after a conference with his officers, because "we must have kept in a high southern latitude in the very depth of winter, with a vessel which was not thought sufficient for the undertaking."—Vol iii, p. 433.

cape is in latitude $36^{\circ} 21'$ S., and longitude $150^{\circ} 28'$ E.; variation, $10^{\circ} 42'$ east. In the afternoon we saw two small islands bearing W. by S., distant 2 leagues.

On Sunday we saw several of the natives kindling fires along the shore. The land extending a little to the eastward of north, we steered along the coast northwardly, intending to anchor in the first bay. Friday afternoon we endeavoured to land with our boat, but found the surf running too high. Saturday morning, the 28th, we discovered a bay at N. by E. and stood towards it, sending the pinnace forwards to sound, and at half after 1 in the afternoon we anchored in six fathoms and a half, sandy ground. But on attempting to land in our boats a few of the natives advanced towards the shore, and two of them armed with shields and spears resolutely opposed our disembarkation, until being wounded by our shot, and unsupported by any of their countrymen, they retreated slowly to their houses within the bushes, but constantly faced us the whole way. This they did to gain time for their wives to remove themselves and their children, with their domestic and culinary utensils, further into the woods, and when this was done they hastily retreated themselves.

Their huts were wretchedly built, and but little better than those belonging to the inhabitants of Terra del Fuego, as they consisted of nothing more than pieces of the bark of trees loosely spread over a few cross-spars about 4 feet above the ground. The inhabitants were entirely naked and black, but they differed from the negroes of Africa in having long strait hair instead of wool on their heads. On their breasts we observed rude figures of men, darts, &c., done with a kind of white paint, which was also daubed irregularly on other parts of their bodies. Their arms or weapons, which afterwards fell into our possession, were spears made of a kind of light wood, and acutely pointed with bones barbed on different sides to render their wounds more deleterious. In these spears we sometimes discovered junctures united by a kind of resinous cement. They had other kinds of spears for striking fish, which were forked at the points.

Their shields were oval, about 3 feet in length, and 1 in breadth, being concave within, and provided with handles. In some of them we observed small holes or apertures, designed to afford a prospect of the movements of their enemies when the shield is employed for guarding the head. They have, likewise, a kind of swords, made from a very solid, compact, hard species of wood. In retiring to the woods they left behind two or three canoes of a very simple structure, being made from the bark enclosing one side or half of the trunk of a tree, which they had tied together at each end by a kind of flexible withy twig, and spread or separated in the middle by pieces of wood placed across from

side to side ; these canoes were about 10 feet in length, and their paddles were about 2 feet long, and at the blade 3 inches broad, one of them being held in each hand, they pull themselves forward with great celerity. But notwithstanding the little value of these canoes they were unwilling to lose them, and watching an opportunity conveyed them away to a different place.

Food. The natives apparently subsist chiefly on fish, of which there is great plenty, especially of the stingray fish, weighing between two and three hundred pounds ; and as they commonly swim in shallow water they are easily taken ; of these and other kinds we caught great quantities.

The soil. The soil of New Holland we found to be rocky and sandy in many places, but at this bay the adjacent country appeared level, moderately elevated, and well covered with trees, having but few shrubs intermixed to obstruct the prospect. On the surface of the earth we observed several kinds of grass growing plentifully, and in some places luxuriantly. Among the trees we could distinguish but five sorts, or rather species, of which the most common is that yielding the *Sanguis draconis*, or dragon's blood ; the next is the etoe-tree of Otaheite, the cabbage-tree, and two others, which we cut for firewood.

Kangaroos. We observed the dung of a quadruped, probably of the same species with those we afterwards killed at Endeavour River.

The natives shy. Captain Cook, with a party, made an incursion into the country, hoping for an opportunity of taking some of the natives, intending to cloath and make them presents, and afterwards send them back to their friends, expecting that such a proof of our pacific intentions would be sufficient to engage them to pay us a visit and enter into some commerce and traffic ; but they were not fortunate enough to discover any of them. However, they left some cloaths, combs, garters, looking-glasses, knives, &c., in an empty hut which had been lately deserted ; but these presents were never carried away during our continuance in this part of the country, though we had reason to believe the place had been visited several times after by the natives.

They refuse presents. A few days after two officers with a party of men went in a boat to the head of the bay to fish, where they found several of the natives, who singled out as many men from among themselves as they had counted in the boat, and these came down to the water's edge (their countrymen throwing down their arms and retiring a good distance), and there they challenged us to battle ; but this being refused, they selected two only out of their number, and challenged as many of us to fight them, the others retiring to avoid any suspicion of treachery ; but this offer being likewise rejected, they all retired. But soon after several others came to the shore, and an officer fired a musket loaded with a ball into a tree at

Firearms.

A challenge.

some distance, that he might let them see how far it would carry; and being much pleased at the sight, they desired him, by signs, to let them see another discharge, which he did; and they soon after retired, apparently well pleased. The officers then determining to return by land through the woods, despatched the boat forwards; but they had not proceeded above 2 miles on their way before they were overtaken by two-and-twenty of the natives, all armed, who followed close at their heels, but stopped whenever the officers faced them, and retired if they began to advance towards them, but again followed them when they proceeded on their way to the place where the boat had been directed to wait. In this manner they continued their return until they came near the place where a part of our crew was employed in cutting wood, when they were joined by several other gentlemen who had been shooting, and one of them proposed a scheme to entrap some of the Indians, which had near proved fatal. The design was to advance as near to the natives as they would permit without retiring; and then feigning a fright, to turn suddenly and run from them, expecting in this manner to decoy them in a pursuit which might afford the working parties an opportunity of surrounding and taking some of them; but whether the Indians suspected the artifice or not, the gentlemen had not run above a dozen yards after their pretended flight before the natives, giving loud shrieks, advanced hastily and threw their spears at them with great force. One of the gentlemen who was nearest, hearing their cry, suddenly turned his head, and seeing the spears in their flight had scarce sufficient time to save himself behind a tree, though but a few feet distance; one of the spears entered the ground which he had quitted, and another pierced deep into the tree behind which he had sheltered himself. Many others fell in different places, one sticking fast in the branch of a tree above the head of a gentleman who had run the furthest from them, and who was then at more than 50 yards distance; another passed between his legs into the ground. After this attack they all precipitately retired to the woods, and we, collecting their spears, returned with them to our ship. And having procured a sufficient supply of wood and water, on Sunday, the 6th of August [May], in the morning, we sailed from the bay, which we named Stingray Bay, from the great quantity of those fish which it contained. It is in latitude $34^{\circ} 00'$, and longitude $209^{\circ} 13' W$. From thence we sailed north-easterly along the coast, a few leagues from the shore, that we might be able to survey the land and occasionally procure supplies of wood and water, or endeavour to establish a traffic with the natives, as we could not expect to find a passage into the Indian Sea before we should arrive within nine or ten degrees of latitude from the Equator. After passing within several small islands on the 16th of May, being in latitude $27^{\circ} 46'$ south, and longitude

Followed by
natives.

Attempt to
entrap them.

The result.

A narrow
escape.

The natives
retire.

Stingray
Bay.

Supplies.

Breakers on
the larboard
bow.

More
breakers.

Bring to, for
the night.

Enter the
Barrier Reef.

Islands,
rocks, and
shoals.

On a reef.

Lightening
the ship.

2° 18' E. from Stingray Bay, we discovered breakers on the larboard bow, extending to the eastward, and immediately after we changed our course further from the shore until 8 o'clock in the evening, when we hove to in 67 fathom of water. In the morning we again saw breakers on the larboard bow, and at 7 o'clock in the evening saw another ledge of breakers at N.W. by W., and sounded in 135 fathom. We continued standing to the northward until the 20th, when the land appeared as terminating in a point at N.W., and, steering towards it, we saw a ledge of breakers extending several miles. We had then 16 fathom of water, but it gradually diminished to seven and a half, and afterwards increased to 11 fathom, being then in latitude 24° 26' S. On the 21st we passed over the end of a shoal, and observed the land extend westerly. The night being calm, we found a current setting S.W. one knot and a half per hour. The next evening being calm, we anchored in 8 fathom, and found that the tide did not rise or fall above 2 feet. Coasting along shore the 23rd we opened a large bay, and at night anchored in it in 5 fathoms. This was in latitude 24° 00' S. A ledge of breakers extends from its northern extremity or point. The 24th we made sail, coasting along shore, being frequently surrounded with shoals and small islands. On the 25th we caught several fish of the snapper kind. The 26th we anchored in 13 fathom water, and found the tide fall 7 feet, ebbing to the eastward. The next morning we made sail and passed between a great many islands, as we did on the 27th, keeping our boats forward to sound. On the 29th we anchored in a bay* in latitude 22° 6' S. Here we continued until the 31st, when we sailed to the N.W., having a chain of islands, rocks, and shoals on our right, the branches of trees on the islands frequently extending across almost to the mainland.

On the 10th of June we anchored in a bay† in lat. 16° 10' S., and the next morning continued our course north-westerly; at 9 we passed over a bed of rocks, shoaling our water from 21 to 8 fathom; and soon after the ship struck on the rocks and continued fast upon them. We then handed our sails with the utmost haste and hoisted out our boats, when, after soundings round the ship, we found her lying on a reef of rocks running out to the N.W. We then struck our yards and topmasts, and carried an anchor to the southward, and the ship striking very hard, we carried another to the S.W. The next morning all our iron and stone ballast, firewood, spare stores, and six of our great guns were thrown overboard, together with all our water and many of our water-casks; and finding the ship continue to leak very fast, we cut off the heels of our spare topmasts that the foremost pumps might be worked. At noon the ship inclined greatly to the starboard side, and we therefore carried the small

* Thirsty Sound.

† A part of Trinity Bay.

bower to the westward, lashed blocks to both bower cables, reeved hawzers, and hove tort upon all five anchors. At 4 it was low water, and the ship in several places was found lying dry upon the rocks, though we observed the whole rise of the tide did not exceed 4 feet. At half-past 9 the ship righted, and at 10 we hove her afloat, and letting go the stream cable and small bower (which were both lost) we brought the best bower and coasting anchors forward; and notwithstanding we had all the time kept our pumps constantly employed, the water in the ship continually increased, and we expected either to sink at our anchors or be compelled to warp ourselves again upon the rocks, unless a breeze should spring up and enable us to reach the shore, where we might save so much of the wreck as would enable us to build a small bark to convey ourselves to some European settlement in the East Indies. But when surrounded with these unfavourable prospects we happily found means to fother our ship in a manner which so far stopped her leaks that we were able to keep them under with a single pump; and a favourable wind soon after arising, we sailed in towards the mainland, sending our boats forward in search of a harbour, which they fortunately discovered at N.W., 2 or 3 leagues distant; and on the 14th, at 9 in the morning, we anchored a little without it, finding the passage so narrow that it would be necessary to lay buoys along the channel for our direction. But about this time the wind, which had happily ceased while we lay on the rocks, began to blow so hard that we were unable to warp in until the 18th, when, notwithstanding our precaution, we grounded twice in the passage. At length, however, we conveyed the ship to the side of a steep bank on the north* side of a river; and having there secured her, we erected tents on shore to receive the sick, together with our provisions, and immediately began to unload that we might lay the ship on the bank and there examine and repair her leaks. This we effected by the 22nd, and upon examination found four of her planks cut through by the rocks and a large piece of rock sticking fast in a hole through the bottom, which had in a great measure excluded the water, and thereby saved us from sinking. Several more of her streaks were much damaged, and a considerable part of her sheathing and false keel beaten off. Having sufficiently repaired the ship, we lashed many spars and casks under her bottom that we might heave her afloat, but found it necessary to wait several days until the spring tides should come to our assistance; and in the meantime we sent the boats in search of another passage, which they found, and returned on 3rd of July; and on the 4th, the ship being afloat, was warped to a bank on the south side of the river that we might there examine her

High and dry.

Afloat.

A sinking ship.

Fother her.

At anchor.

Warping up the stream.

A narrow escape.

Repairing the damage.

* This bank was on the south, and not the north, side of the river. The error is repeated in several of the other logs.

Tortoises. astern, but finding she had suffered no considerable damage in that part, we returned to our former situation, where we began to replace our rigging and take our stores on board. And the master going again in search of a passage, saw a great number of tortoises, of which he caught three, each weighing three hundred pounds.

The natives. July the 18th we had nearly refitted for sea ; and the natives of the country, after various expedients had been employed to convince them of our benevolent intentions, now began to visit us. We found them very low of stature, commonly not more than five feet in height, small and slender in shape, but very active. Many of them had flat noses, thick lips, and bandy legs, like the negroes of Guinea. They were ignorant, poor, and destitute, not only of the conveniences but of many of the necessities of life. They were strangers to bread, and to everything which can be considered as a substitute for it ; nor would they eat of it when we gave it them. They were naked and slovenly, subsisting mostly on fish, which they roast on wooden spits stuck into the earth before a fire. We saw none of their women ; but the men had each a hole made through the septum nasi, or division of the nostrils, in which a bone five or six inches in length was inserted, and worn as an ornament ; and however ludicrous it might appear, it is just to observe that many of our European ornaments have no more relation to natural fitness or utility than this inexpensive one which the poor ignorant New Hollanders have invented. Besides the bones in their noses, they wear others of equal length in their ears ; which though not so brilliant as the ornaments that depend from the ears of the fair sex in civilized countries, may be as useful and proper.

Their manners and customs

not more ludicrous

than ours.

On the 19th of June several of the natives went to the place where our tents had stood, but from which everything was removed except a markee and a part of our stores, and taking each a brand of fire placed them in the grass, and employed every expedient to kindle and spread the flame on every side ; and so successful were they in this attempt that we with great difficulty saved our fishing-nets and linen, which were spread on the ground, from this sudden conflagration. Captain Cooke wounded several of them while executing this mischievous plan, upon which they retired to the woods, but a few hours after they returned peacefully.

They fire the grass.

We continued waiting either for a favourable wind or for a calm until the 4th of August, when we warped out of the river, which we named Endeavour River, and which is in latitude 15° 26' S. and longitude 216° 02' W. From thence, sailing into the offing, we came to an anchor in 15 fathom, and the wind blowing fresh from S.E. we continued here until the 6th, when at 2 o'clock p.m. we made sail, standing N.E. by E., and at half-past 4 we saw a small sandy island on a shoal at N.E. by N.,

Weather-bound.

In the offing.

distant 4 miles, with breakers forwards and on the weather bow. We then stood off and on until the boats having sounded and discovered not more than 6 feet of water on the nearest part of the shoal, we immediately anchored with our best bower, veering out the whole cable, and the wind blowing very fresh at low water we endeavoured to discover a safe passage from the masthead, but to no purpose. At 7 in the evening we found the ship drifting, and immediately let go another anchor and struck our topmasts and yards. Here we continued till the 10th, when the weather becoming moderate we made sail and stood towards a passage which the master had discovered, steering between the island shoals and the mainland in 17 fathom. The next day we discovered low land with breakers at N.W., and came to anchor in 5 fathoms, when the captain went in the pinnace to examine the appearance of a passage to the eastward, and the master to the southward to examine a passage between several low islands and the mainland; and on Sunday noon he returned, having found between 5 and 8 fathom of water in the channel.

At anchor.

Drifting.

Looking for a passage.

Monday, the 13th, at 11 o'clock, we passed to the northward of two reefs and of six islands, bearing S.E., at the distance of 1 mile. On the 14th we passed another shoal, 7 miles west from Endeavour River; and sailing north-westerly on the 16th we discovered high land at W.S.W., and soon after a reef of rocks extending from north to south as far as we could see. We then stood further from shore, but it falling calm at night, the next morning at 4 o'clock we saw breakers close to the lee bow, and the flood tide setting us toward them. At three-quarters after 5 the ship was within the surf, and but 40 yards from the rocks, though on sounding we could find no ground. Soon after we discovered a small opening between the rocks, through which we endeavoured to tow the ship, but the tide by changing soon after frustrated the design. On the 17th we again resolved to attempt a passage through the opening as the only expedient to save the ship, and accordingly towed her sharp round W. by S. to the entrance, and from thence S.W. by W. one-half W. 2 miles distance to the opposite side, the current of the flood tide being strong in our favor; and at 4 o'clock the same afternoon we anchored in 19 fathom of water, being in latitude $12^{\circ} 38'$ and longitude $143^{\circ} 17' E.$, variation $4^{\circ} 9' E.$

Coasting northwards.

Drifting on the rocks.

At anchor within the reef.

On the 18th we made sail, steering N.W., and soon after passed several islands and shoals, and the same evening anchored in 13 fathom. On the 19th we sailed between a large flat shoal and the mainland.

On Monday, the 21st of August, we passed several flats and observed several openings in the mainland, which appeared like islands, some of them at a great distance; and at half-past 2 in

Broken land.

The Indian
Sea.

Taking
possession.

the afternoon we stood towards a passage which seemed to extend through the country, and the same evening anchored about the middle of it, at the distance of near a mile from either shore, in 7 fathom of water, with good ground. Immediately after a party landed from the ship to examine the country, and from a small eminence discovered the Indian Sea, upon which they fired several vollies, and were answered by a general discharge from the ship. We then took possession of the country, &c., in the name of his Britannic Majesty, and the next morning weighed anchor and steering S.W. by W. sailed through the strait which separates New Holland from New Guinea, and which we now discovered to be parts of the same continent. Having passed the streight in latitude $10^{\circ} 36' S.$ and longitude $141^{\circ} 44' E.$, we sailed along the shores of New Guinea.

APPENDIX E.

FACSIMILES OF ENTRIES IN THE LOG-BOOKS OF THE
ENDEAVOUR.

Facsimiles of Entries in the Log-Books of the Endeavour.

A

COOK'S HANDWRITING.—FIRST ENTRY IN THE PALLISER COPY OF COOK'S LOG.—27TH MAY, 1768.

D

6TH MAY, 1770. COOK'S PRIVATE LOG. [BRITISH MUSEUM.]

The Gawl returned from fishing having
caught two sting rays whose weight was
near 60-0 lb. The great quantity of these
sort of fish found in this place occasioned
my giving it the name of Sting ray harbour
Light ears and fair dead

Facsimiles of Entries in the Log-Books of the Endeavour—continued.

E

LIEUTENANT HICKS'S JOURNAL.—ENTRY RELATING TO BOTANY BAY [“STING REA BAY.”]

*Moored in Sting Rea bay—the mouth of
a river where women came daily to
distant from the nearest shore 2 or 3 leagues*

K

COOK'S HANDWRITING.—ENTRIES RELATING TO “TAKING POSSESSION.”
22ND AUGUST, 1770. [THE PALLISER LOG.]

*So that we were in great hopes now
to be better informed. I landed on
side of the ship as we were from a myn
Bottle & after we anchored I saw a good many of the Natives upon this Island & they
all fired upon my landing—a little before I saw Sett I took possession of the Country
in this Hayes Bay's Name. I fired 3 Volleys of Cannon on the occasion which
was answered from the Ship.*

*between these two points we could see no land
we onto the Indians, but in order
on the Island which lays on the N*

Facsimiles of Entries in the Log-Books of the Endeavour—continued.

L

22ND AUGUST, 1770. [COOK'S PRIVATE LOG.]

... ..

N

COOK'S SIGNATURES.

IN THE ENDEAVOUR LOG-BOOK. [PALLISER COPY.]

Jan: Cook

IN THE RESOLUTION LOG-BOOK. [PALLISER COPY.]

Jan: Cook

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